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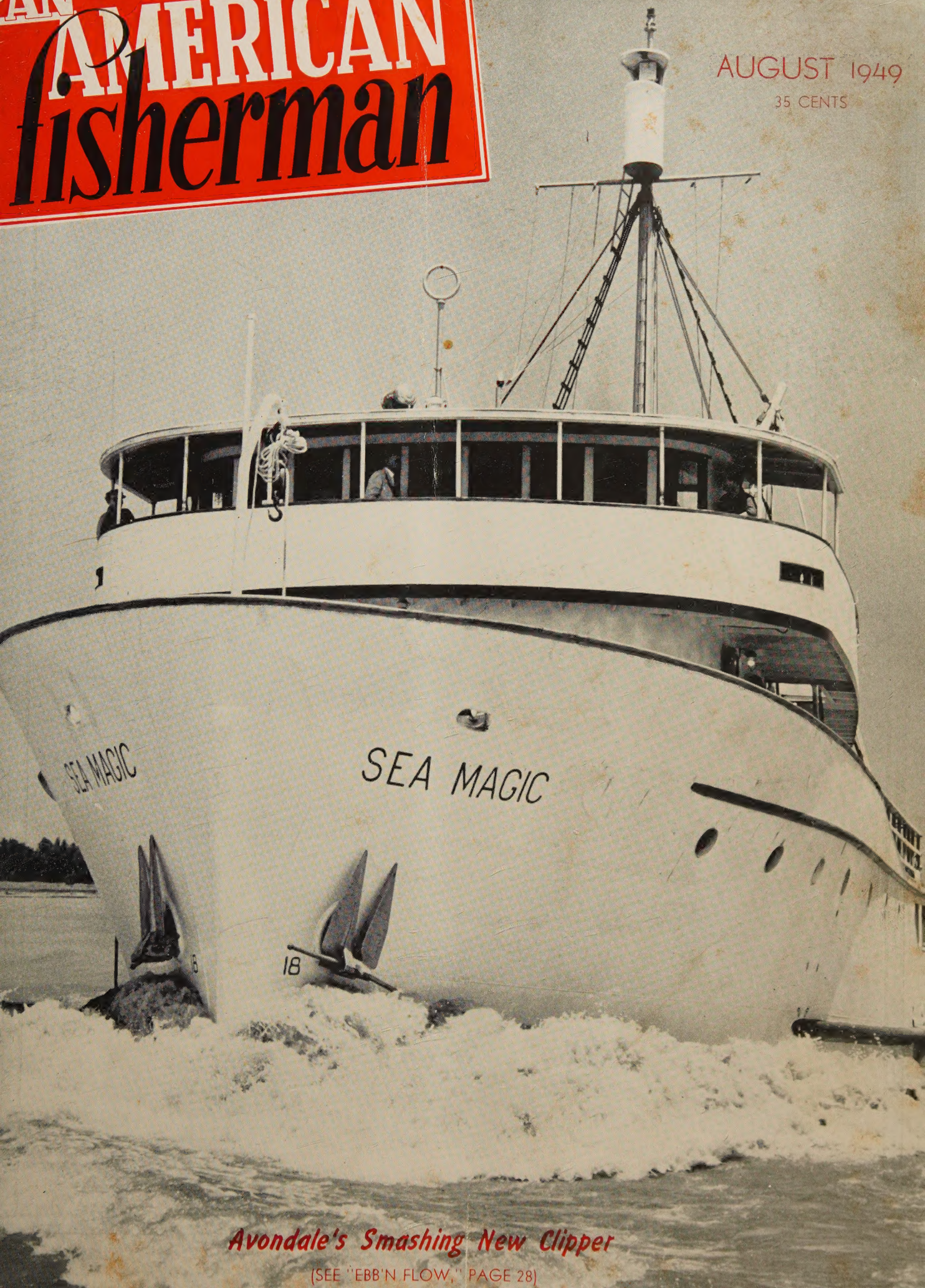

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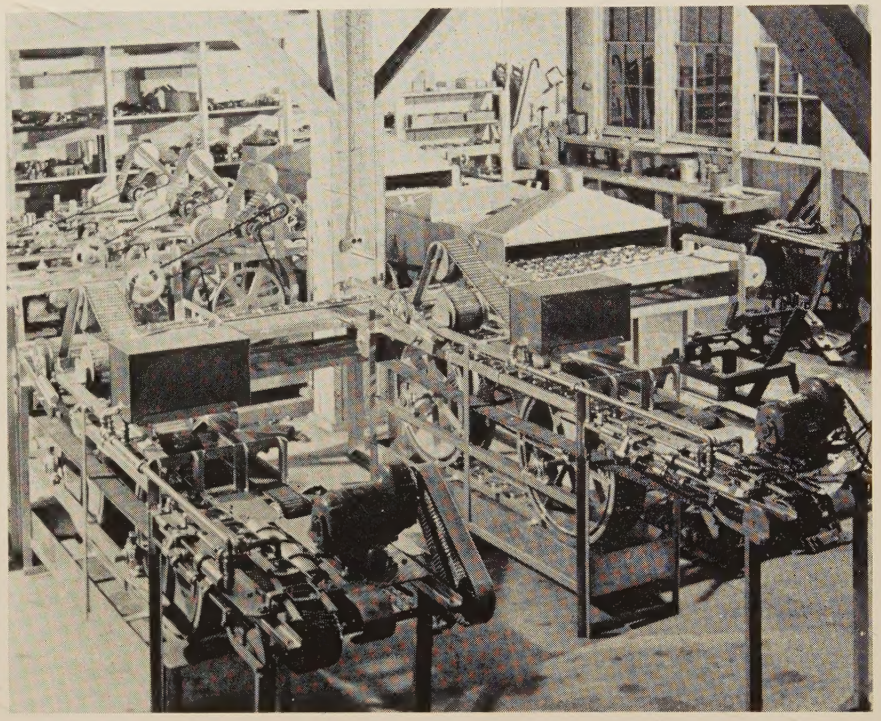

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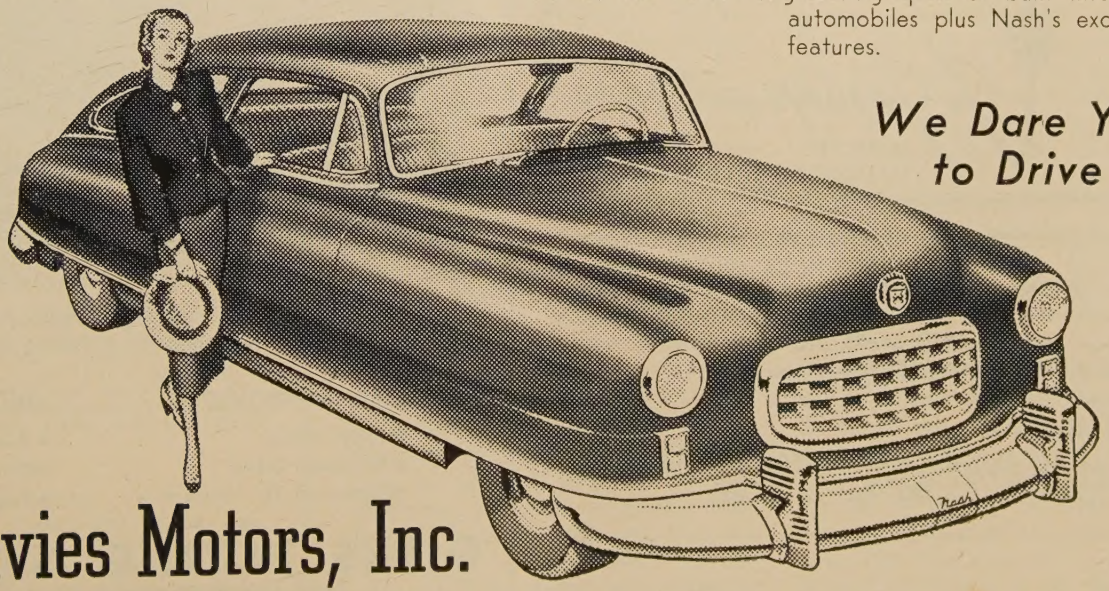

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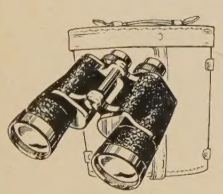

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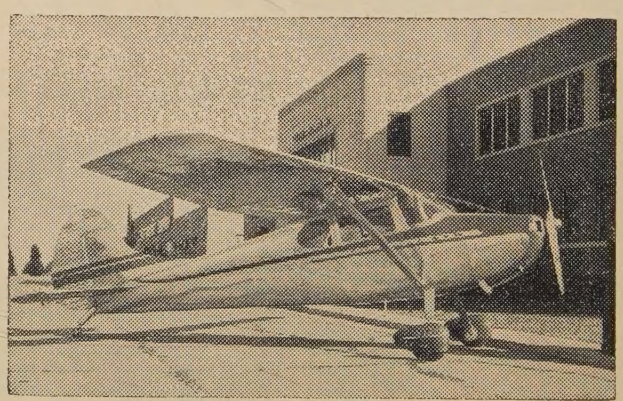

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A Marine Press Publication

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Volume 4 Number 2

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THE COVER

Cecil Drake, San Diego boat broker, and designer Bruce Newby of Los Angeles, have collaborated during past years, on a number of boat designs. Out of this experience came plans which went into the Sea Magic, Avondale's newest tuna clipper. (See cover). "The vessel," says Drake, "should set a record for speed, bait capacity, fuel capacity, and buoyancy. We think that we've hit the jackpot."

ABOUT THIS ISSUE:

HOPE you will like *Marine Press-O-Grams*. This marks the first time the feature has appeared in the magazine, *Pan-American Fisherman*, and, if the response in letters, telephone calls, and word-of-mouth that was received when once the dope got out that it was to be carried monthly as a regular feature is any proof, then the idea was well-approved. The section, of course, is to carry, in the main, only small human interest items of a more or less personal nature. That is to say, news items that are not quite "heavy" enough to be printed in *Ebb n' Flow*, will be able to find a place in *Pan-American* from here on in. As our circular letter stated, the editors will welcome any little item about your family, friends, or occupation, if you care to have it printed. Humor, naturally, is always good for extensive print, and also notices of births, deaths, and announcements will be allocated to this feature. Good photographs, moreover, will get plenty of space. In other words, *Marine Press-O-Grams* is your part of the magazine to be devoted to little scraps of information, just as you see fit, and we hope you will take advantage of it. Press-O-Gram is on Page 6.

•

There's something to be said for San Diego, California's, Harbor Commissioners and its Port Director, John Bate. Plans to soup up San Diego's economy have been going on for a long time, but, not until lately, did the complete picture become known. Of particular interest to commercial fishermen is the plan for new commercial fishing basins, repair facilities, etc. Admiral Frederick C. Sherman, retired. called the turn when the program was announced July 1: "San Diego, because it is situated in the corner of the nation, must be more conscious of its need for better transportation facilities than most other cities, if it is to grow. It is important that everyone realize the economic asset beyond the waterfront." To that, we say Amen. A short story of the planning behind the new project is on Page 7.

•

It didn't take the waterfront long to discover what is known in the vernacular as a colorful figure, and it took Hugh Knox, the "figure," a shorter time to find out that he couldn't stay away from San Diego's embarcadero and be entirely contented. Knox, who has written three novels, sold real estate, painted for a profit, composed songs, etc., finally got back into the swim last month. Previously, he had made plenty of friends in the capacity of waterfront reporter for the San Diego *Union* newspaper; his stories also had been printed in some of the big Eastern "slick" magazines. The manner in which he returned, however, if his roster of commercial fishermen customers is a criterion, shows that he's back. This time, of course, it's the insurance business, health variety. Story is on Page 14.

•

About a month ago the editors of *Pan-American Fisherman* magazine decided to do a *Silhouette* on Jack W. Dowdle, owner of San Diego, California's Swift Air Service. The article was almost finished, including the interview with Dowdle, and the photography, Thursday, July 28. Saturday afternoon, July 30, Dowdle and a passenger were taxiing for a takeoff from Catalina Island, when their plane, an amphibious job, struck the backwash of a speeding motorboat. The jolt rocked loose the engine of the plane, which was mounted overhead and behind the men, and the unit crashed down and through its fuselage. Dowdle's feet were severed by the spinning propeller just above the ankles, and his friend lost his feet above the knees. In hospital just before the magazine went to press, Dowdle was questioned by a *Pan-American* reporter regarding his future plans. "Get back to my office as soon as possible, and get to work," he returned. "This accident has made it possible for me to keep my eye on what's going on at the office—all of the time." We're wondering just what you say to a man with that kind of courage. His story will appear in the September issue of *Pan-American* magazine.

—John Springer.

EDITORIALS

The Crisfield War: *A Dangerous Potentiality*

The more sensational of Eastern newspapers, which have been noticably plagued since the war for want of readable items to fill their hungry, incessant editions, were given a lurid breather on Tuesday, July 5. On that date a 50-year-old Crisfield, Maryland, crabber, one Earl Nelson, was allegedly shot and killed by Davis Acree, 26, a Virginia Fisheries Commission conservation officer. Forgetting for a moment the blazing Middle Atlantic heat wave, and the mop-up of July Fourth firecrackers and traffic accidents, these papers lost no time in getting out their blackest headlines. Some of them dubbed the incident the "Crisfield War Front," and the term apparently fits the situation in an appallingly appropos manner.

Since 1785, in fact, these disputes over fishing rights in the Virginia and Maryland waters of Chesapeake Bay and the Potomac River have been raging between law enforcement officers and fishermen, and the Nelson killing, of course, is not the first to occur in the past 164 years. The situation is deplorable, and serves once more to emphasize the dangers involved when States inaugurate laws so divergent that they are not respected by citizens of either.

In this case a man is dead, simply because of an altercation over a State line. In other words, the State line separating Virginia and Maryland lies across Chesapeake Bay, a bit below Crisfield, Maryland. Whether Nelson was poaching in Virginia waters is something we do not know, however, Acree boarded Nelson's boat and claims that the latter was shot while resisting arrest. At any rate, another Crisfield boatman, Ewing Bradshaw, saw the shooting and transported Nelson to shore.

The conservation laws laid down by the two States, moreover, have resulted in an embroglio that borders the macabre. Each State immediately issued a warrant of murder for young Acree. The State of Virginia issued its warrant about an hour before Maryland officers tried to serve their warrant. Acree was arrested at Accomac, Virginia, and was released a few minutes later on $10,000 bail. Several hours later, at the request of his attorney, he was jailed. A Virginia official, so it was reported, held that it would be suicidal if Acree was taken to Maryland while the Crisfield watermen were so pent up. This feeling, at present, is so explosive that the FBI has been called into the case.

True, the fishery Comissions of both States have bent every effort in past years to the clipping of this Gordian knot, and, since 1947, a great deal of progress has been noted. Fishermen, quite naturally, always contend that they are fishing in their own State's territorial waters, and the patrol along the borders always has promoted suspicion and hard feelings. In this case, the fishermen claim that Acree was in Maryland waters when he boarded the boat upon which Nelson was shot. One does not envy the men responsible for ironing out the difficulties here implanted. But the situation is dangerous, and, if it is continued in many other instances, those legislators who are working in the interest of State's rights will have a blank wall facing them. Which is to say that, if this sort of dissension is allowed to grow, the Federal Government will be forced to take over and regulate the Chesapeake Bay area fisheries, as well as any similar area which it may construe as representative of dangerous possibilities.

International Treaties: *Good Government*

The Fish and Wildlife Service and the State Department are to be congratulated upon their efforts to enlist the aid of State conservation authorities in compiling an international fishery treaty in connection with United States and Mexican fishing enterprises in the Gulf of Mexico and off the West Coast of Mexico. The myriad international problems and discussions, both of major and of minor interest, that have cropped up during the past three years has proven conclusively that such a treaty not only is feasible, but desirable and pressing. During this period, of course, both bureaus of the Federal Government have devoted exhaustive effort in drafting proposals for a treaty, in compiling background material, and in promoting inumerable consultations with representatives of State conservation departments and of fishing industry leaders.

This program of conservation could result in an invaluable good. The obviously important red snapper and shrimp fisheries in the Gulf of Mexico, and the equally important tuna fisheries off the West Coast of the United States would undergo effective conservation measures, and, when called for, could be administered under the proposal represented by international arrangement. Popularity of such a program seems to be growing daily, which is reminiscent of the interest currently being displayed by a similar treaty proposal to deal with international regulation and administration of fisheries resources of the northwestern Atlantic Ocean.

The New England fisheries have shown signs of diminuation for some years, and the increasing application of operations on Nova Scotian banks and the Grand Banks of Newfoundland by vessels of European nations have popularized a move for such a convention to be exploded by the United States and Canada. These years have seen countless informal conversations between State and Federal officials, and, during the past year, this effort toward establishment of a treaty has been intensified. The major interested parties to this are United States, Canada, Newfoundland and France, since each has a major territorial interest in the Northwestern Atlantic. To offset this, of course, certain Europeans have historial fishing rights in the area, and, quite reasonably, should be allowed to voice themselves. The trend toward inaugurating treaties such as those proposed looks healthy, and the departments and countries interested are obviously showing an intelligent philosophy about the entire manipulation.

The GLOBE

An International News
File compiled by
FOREIGN BUREAUS
of
Marine Press Association

Caracas, Venezuela.—The Venezuelan Government, through the Ministry of Agriculture and the Venezuelan Development Corporation is taking definite steps to increase the production, distribution and consumption of sea food, according to a report from the American Embassy at Caracas. A new warehouse and refrigeration plant is planned soon at Puerta La Cruz. The plant has been constructed by one of the companies organized jointly by the Venezuelan Development Corporation and the Venezuelan Basic Economy Coorporation and with it there is hope of being able to regularize the supply of fish throughout the year and, consequently, to contribute to the stabilization of prices. The plant reputedly will be equipped to freeze about 20 tons of fish daily and to store 400 tons. It will also produce 30 tons of ice daily for general use in the region. Fish production during the last decade has increased five fold: from 10,000 to 50,000 metric tons. The official policy of motorization of fishing boats has contributed to the increase in production which will be intensified with the introduction of new techniques, new facilities, and with the establishment of a system of distribution which will deliver the product to the consumer in perfect condition and at a reasonable price. The new company has also instituted a plan for aiding the independent local fishermen of Margarita Island which includes the following: 1. Installation of motors in their boats and refrigeration units on credit with easy payment terms. 2. Supply of ice. 3. A sure market throughout the year at stable prices. 4. Cash immediately for their catch. 5. Repair service on their boats. 6. Help in getting gasoline and other supplies.

This plan, it is believed, will augment the earnings of the Island fishermen who have averaged no more than $60.00 per month, and captain-owners have earned only $180.00. The new company has increased its production to 40 metric tons monthly against an average of 16 tons, during the first nine months of operation, April to December 1948.

Copenhagen, Denmark. — Negotiations are being conducted between the authorities of Morocco and private fishing interests in Denmark to operate Danish fishing vessels in Moroccan waters, according to a report from the American Embassy at Copenhagen. It is expected that Danish fishing vessels will conduct experimental operations in Moroccan waters in search of tuna, sardines, hake and sole. Catches will be sold to canneries in Morocco which at present cannot be kept in continuous production due to irregular catches of the local fishing fleets. If operations as planned prove successful and catches adequate, a Danish export fish business may be established in Morocco eventually. All proposed operations will be under Danish management. Two Danish vessels (49 gross registered metric tons) have been selected for the initial trial and will sail for Morocco in the near future. Both ships, built in Denmark, will be equipped with latest gear and equipment, including refrigeration plants, moored nets, floating trawls and Danish seines. It is expected that these vessels will be followed by other ships at a later date, meanwhile, two Danish fishery cutters (44 gross registered metric tons) departed from their home port of Thyborn, Jutland, on April 12, 1949, bound for Montevideo, Uruguay. These ships were built in Denmark, one in 1946, the other in 1948. They carry complete and modern fishing equipment and are manned by Danish crews, all expert fishermen. It is understood that the crews will remain with the ships to perform fishing operations out of Montevideo for two years. The crews will also assist in training local fishermen. It is reported that this entire program is covered by contract between Danish and Uruguayan private interests with the sanction of the respective governments. On the Danish side, the hope is expressed that the expedition will result in the opening of new markets in Uruguay for Danish fishery equipment, refrigeration machinery, and other supplies.

Oslo, Norway.—The lowly Norwegian brisling — that versatile fish that comes in flat cans with a rollback top—now appears destined for a new role—this time as leading figure in a "March of Time" film, according to a report from the Norwegian Information Service. According to a recent Oslo notice, cameramen and specialist have already visited Stavanger canneries where footage showing the brisling's progress from net to can has already been filmed. The Stavanger filming will be incorporated into one of four films now being prepared in conjunction with the Marshall program. The film narratives which, according to the report, are being prepared in cooperation with the ECA offices, are designed to show how the participating Marshall lands are dependent upon one another. The brisling, as an international commodity, is seen as a good example of what a country like Norway must sell in order to buy.

Bombay, India.—An intensive drive to catch more fish is planned by the Director of Fisheries of the Government of India, according to a report from the American Consulate General at Bombay, India. The Fisheries Department will organize propaganda tours in the coastal villages where fishermen will be taught improved methods of catching fish and fish preservation. The formation of fishermen's cooperatives will be encouraged and these will be provided with the necessary fishing equipment. The Provincial Government contemplates purchasing refrigerated vans and loaning them to the cooperatives to facilitate transportation of fish to consumer markets.

Athens, Greece.—An important step was taken in the expansion and much needed rehabilitation of the Greek fishing industry by the inauguration of new laboratories and a research vessel of the Greek Hydrobiological Institute. The purpose will be to introduce modern scientific methods of fishing to Greece, according to a May 23 report from the American Embassy at Athens.

Press-O-Grams

Interlocutor
Hap Holliday

PERSONALITIES

THE fellow who decided that he appreciated receiving flowers much more while he was living had a pretty good idea in our book, and, with this in mind, it might not hurt to pass out a bouquet to a couple of individuals right in our own back yard. They're the gentlemen who conduct the radio program, *Voice of the Fisherman*, over radio station KUSN in San Diego, California, on Sunday nights at 7:30 p. m. Ladies and gentlemen: Hap Holliday and Fred Van Riter.

The story behind the little radio feature, which, incidentally, has gathered a whale of a listening audience, is one of those apparently inconsequential happenings that grow out of a human interest idea into something that makes you feel good all over. Hap's part in the proceedings began last year, when the popular Bart Hind, co-owner of Sutter Street Grocery in San Diego, got fisherman-minded and decided to formulate some sort of a medium to represent those people who make their living from harvesting the deep. Bart's radio program, in its initial stages, was much the same as it is today, although, soon after he got it really started, he got on the end of a good offer from Westgate Sea Products, and turned it over to Hap and Van Riter. That's where Hap and Fred came in, and perhaps it would be a good idea to print a little of both's lowdown, before we go on with the story of *Voice of the Fisherman*.

Holliday was born April 21, 1910, in Chicago, Illinois, as C. A. Holliday. Due to his chronically cheerful disposition, however, he early was tagged with the term, "Hap," and, since, the name has virtually superseded his given cognomen. At 16 months he left Chicago, and headed (he says), for West Texas, "under his own power." Now let's jump to World War I. During this period he did a little educating for himself: El Sereno, Texas, Grammar School, Beverly Hills High School, and a year at University of California, where he majored in public relations. From there he went to work for El Sereno News as circulation manager; then to Los Angeles Times; then to the Los Angeles Examiner; then to the post of advertising manager for American Dancer magazine. From 1942 to 1945 he was a member of the Coast Guard, completing his enlistment at Point Loma, California. In this capacity he functioned in publications and photography, under Commander Charles Forward. Later he went into the marine sales and service business in Point Loma, and from there to High Seas Tuna Packing Company as Port Captain and then as Fleet Manager. It was shortly after his hook-up with High Seas that he ran into Hind and Van Riter.

Fred, at that time, was in the grocery business with Bart. He was born in Tempe, Arizona, November 3, 1918, and came to San Diego when he was two years old. After his graduation from San Diego High School, he went to work for a grain concern, where he stayed until war broke out. In the Navy by 1941, he spent the ensuing 44 months overseas as a photographer. In Los Angeles after the war, he took a short vacation, then returned to San Diego, where the grocery idea took shape and was put into effect. Fred and Bart financed the radio program until it found a sponsor, which currently is about everyone in San Diego's commercial fishing industry.

What makes *Voice of the Fisherman* so popular is a thing hard to tell. True, it is a completely unbiased program, and anyone and everyone in fishing is welcomed to appear on it. In addition to its newscast, of course, the program is a welter of information dealing with everything peculiar to the waterfront. Perhaps the fact that both Van Riter and Hap possess pleasant, unaffected voices is a reason for its listening audience, although, when anyone or anything in commercial fishing is getting pushed around, they can get plenty trenchant. But their preparation for each broadcast has neither rhyme nor reason, according to the bulk of radio producers. They're liable to comment one week about the oil lying on the water near the harbor, and, on the next, devote the entire program to fisheries legislation. At any rate, the show is a hit, and that's what counts. More power to them.

VISITORS

Mexico's Director-General of Fisheries, the pleasant Enriques Romay, arrived in San Diego to clarify the Mexican fishing license puzzle on shark fishing. He left several days later, promising to return in September. He said he was pleased with the cooperation of Southern California fishermen. Be glad to see you when you return, Senor Romay.

ANNOUNCEMENTS

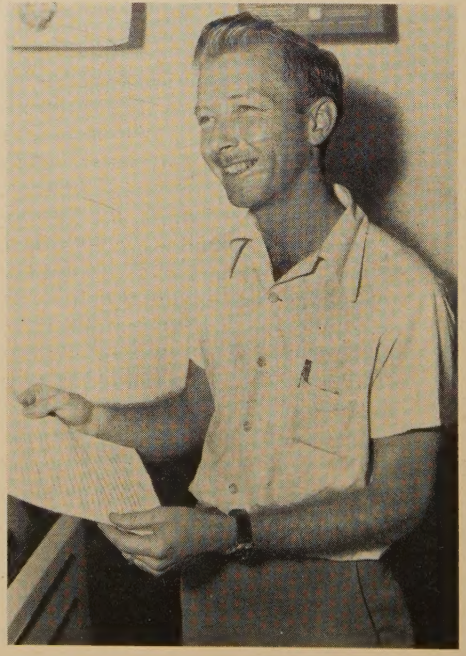
Brother Cupid and his mighty bow scored a flock of direct hits on the fishing industry in June when the following fishermen marched down the well-known aisle:

In Eureka, Calif., Engineer George Skow of the *Lynnann* tied the knot with Mabel Bowers.

In Monterey, Frank Salmeri spliced up with Nancy Crivello, and Frank Di Maggio married Katherine Mercurio.

(*Continued on page* 18)

Writer
Fred Van Riter



(San Diego, California's, Port Director, John Bate, and the harbor commissioners, have come up with a great plan to embroider the future of the Border City. Here's a shorty on what the move amounts to.)

•

By DOROTHY HARVEY
Marine Press Contributing Editor

Pleased
Port Director John Bate (left) talks it over with friend Tom Smith, of Fishmongers Club

John Bate's Baby

San Diego's Port Director Sees a Dream Come True. The Harbor Is Slated For a Face-Lifting

FACED with the proposition that San Diego, California, can either become a "big girl" within the next fifteen years, or remain satisfied to comfortably roll along, as it currently is doing, the city fathers July 1 made up their minds by exploding a program which, given any kind of a good break, could well elevate the Border City to the status of the nation's greatest seaports. The action is a long range harbor improvement program, that had its inception a year ago, and the actual construction stage will get underway fast.

Cost of the project has been estimated as upwards of $7,000,000, and the length of time calculated to put it through is ten years. Present projects under way have been allocated $1,500,000.

The idea for harbor development has been a paramount issue, of course, with the city planners for some time. It has been obvious that San Diego, which has one of the greatest natural harbors in the world, was missing some bets. Authorities see the inauguration of the harbor development as a tremendous step toward securing the city's future prosperity, and go on to predict that the possibilities are "enormous" in very nearly every field of commerce.

"San Diego Bay is the cornerstone of our economy. More than any other natural factor, except the climate, it has influenced the development of the City and surrounding territory. The future development of the bay must be of paramount importance to all of us who want to see San Diego continue to grow," Harold B. Starkey, President, Chamber of Commerce contends.

Initial action, which will get under way as soon as contracts are let, are the most pressing projects in the master plan of harbor development, according to Anderson Borthwick, chairman of the Harbor Commission. When these improvements are completed in about 2 years, San Diego will have these additional port facilities: 1—A Tenth Ave. pier and wharf for handling lumber, bulk cargo, fruit and other products. It also has been suggested that eventually a fruit and vegetable wholesale market may be established in this area as facilities along "Produce Row" now are crowded and obsolete. 2—Facilities to provide a fish harbor for San Diego's tuna fleet. Although it ranks as one of the City's most important economies, the tuna fleet has been without complete facilities here since its start. 3—A 28th St. improvement will convert the present recreational pier into a commercial facility for handling steel and other cargo. Borthwick pointed out that in past years the Harbor Commission has failed to obtain tenants who would have been desirable additions to the waterfront because present facilities are overcrowded. This also would make it practical to develop 30 acres of tideland in the 28th St. area which now has little value because of the lack of commercial docking space. 4—A yacht basin will be developed back of Shelter Island separate from the commercial boat basin. From the standpoint of creating additional income for the Harbor Department and bringing new money into San Diego, this project is considered one of the most important under the present schedule. 5—The dredging at the Tenth Ave. pier also will create about 48 additional acres of tideland which will belong to the City. This will be available for development of light industry and manufacturing and for other plants needing port facilities. It is expected that this land will be worth more than all the money to be spent under the present development program.

"Our objective as a long range program should be the utilization of all of San Diego Harbor," Starkey went on.

He continued that, at present, a considerable piece of the harbor area, particularly in the South Bay region, is too shallow for either navy or commercial use. "Although it is one of the world's great natural harbors," he said, "its utilization has not kept pace with the development of many others, and a long range program is necessary to insure its development.

"Now that Mission Bay is approaching completion as far as governmental participation is concerned, it probably is in order to make a request to Congress for financial aid for further dredging in San Diego Harbor, and it should be determined whether we should ask Congress in the next rivers and harbors bill to include an appropriation

(Continued on page 34)

EBB 'N FLOW

MISHAP

Flash and Crash:

The period beginning late in June and ended the latter part of July was marked by a number of ship disasters in Pacific waters. Leading off the mishaps of major importance was that of the *Rajo*, a 19-year-old wooden vessel skippered by Captain Elmer Heine of San Diego, California; managed by owner James Duarte, also of the Border City; and carrying 11 crew members, none of whom sustained serious injuries. Built in San Pedro, California, 1930, the craft first made news when she capsized while refueling in September, 1947. Later, she was raised and repaired; went on to take on some big fish loads. Her finis occurred when she hit a reef after sundown on June 25, at Jicaron Island, off Panama, while making for anchorage after fishing for bait. The crew was taken aboard the Coast Guard cutter, *Willow*, which was enroute to Balboa, Canal Zone, and the *Rajo*, when the tide came in, was floated off the reef and beached. The craft was valued at $200,000. Exclusive of officers, crew members were Edwin W. Loring, engineer; Antonio Perira, William E. Ollerton, Harold E. George, Frank E. Finn, Pearson Hill, Ernest Vargas, Francisco Ruiz, Melvin F. Clark, Claude Newbill, and Boyd Fisher. Excepting Fisher, who lives in Los Angeles, and George, whose home is in Chula Vista, all were from San Diego.

In Succession:

Meanwhile, the *Rosella*, *Marlin VIII*, *Vashon*, and a small cabin cruiser, *We Three*, followed the *Rajo* with various forms of mishap. The *Rosella* was first. A 38-foot craft that had been fishing for albacore from San Diego for about 15 years; she was operating off Cape Colnett when a backfire in the gasoline engine started a blaze. When it became known that the vessel could not be saved the crew of three men, none of whom were injured, took to their skiff. They were Frank Marks, John Mitchell, and David Gomez, all of San Diego, and were picked up by Star and Crescent Oil Company's tugboat, *Laguna*. Joe Goulart, owner of the boat, said she was worth about $6,000; was not insured, and that she had about 800 pounds of fish aboard when the accident took place. Then, on July 21, the *Marlin VIII* caught fire about 10 miles west of Point Loma, California. The four-man crew was not injured; another fishing craft, *San Antonio*, picked up the men; sailors from two Navy destroyers, the *Bausell* and *Stickell*, blotted out the flames with fire hoses. The fire started in an auxiliary engine, burned out the interior, but left the hull relatively intact. *Marlin VIII* was a 50-footer, owned by Pedro C. Neves of San Diego. Neves' crew were Costa Ricans: Omar Rioro, Herman Oeamma, and E. Azellar. *We Three* and *Vashon* were next. On July 25, the latter, according to the Coast Guard, sustained an explosion in the engine room, caught fire and sank about 100 yards offshore of Catalina Island. A purse seiner worth around $115,000, owned and skippered by Paul Marikovich and manned by 10 crew members, the vessel was an 86-footer, and had no cargo aboard. There were no casualties. *We Three*, July 27, caught fire in San Diego Bay, off the foot of Bessemer Street, and destroyed. Melvin Olson and John Kinner, both of San Diego, escaped by jumping into their skiff. Both men came out with singed hair, but otherwise were unhurt. Sparks from the starter apparently ignited gas fumes from the bilge. Loss was placed at $3,000.

Crippled

***Rajo* lists after hitting reef off Jicaron Island.**

Home Again

***Rajo's* survivors set foot on the dock at San Diego after trip home aboard Coast Guard cutter, *Willow*.**

LEGISLATION

Sales Tax and Big Fish:

At Sacramento, California, during July, Governor Earl Warren found himself confronted with a quantity of fisheries legislation that was more or less on the extensive side. Paramount of issues was the dear-to-heart, so-called Big Fish Bill of San Diego, California's Assemblyman, Captain Frank Luckel. Luckel had been wrestling with the measure for months; it called for permission to can tuna weighing up to 150 pounds; it had been passed unanimously by both Assembly and Senate. Warren called for a hearing in his office on July 26, and Luckel, when he left for Sacramento, went well-heeled, so far as delegates were concerned. Those in Luckel's party were Mathew C. Monise, George Soares and Harold Morgan, all Directors of San Diego's powerful American Tunaboat Association; and Joseph Landry and Frank Currier, Cannery Workers and Fishermens Union,

(*Continued on page 20*)

ISLAND DILEMMA:

Does the Hawaiian Tuna Industry Face a Complete Shutdown?

(The longshoremen's strike in Hawaii has been extended to a point wherein it represents a critical problem to the commercial fishing industry there. So says John deBeck, free-lance reporter and photographer, who has just returned to San Diego, California, from an extended canvass of the island situation. Here's his explanation. Photos by the author.)

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LACK of fishing and canning supplies may force a critical early shutdown of Hawaii's tuna industry this season, despite the fact that fishing and canning operations have grown in the past few years to become one of the territory's most promising new industries. Tuna, which, before the three month old strike of ILWU longshoremen on Oahu, was one of the islands leading exports, has been held in storage waiting for the end of strike negotiations.

In a speech July 3, on these and other aspects of the economically dangerous situation facing the Hawaiian fleet, before members of the Tuna Boat Owners of Hawaii, William A. Kanakanui, manager of the active industry group, said that the losses to the community would be heavy if a shutdown occurs. He emphasized the fact that canned tuna is one of the territory's major export items. "A shutdown now would seriously cut this year's earnings of about 300 fishermen and 35 boatowners and their families," he reported. Kanakanui said some vital supplies are being shipped in to aid the situation, but that no real relief is in sight, until settlement of the dock tieup.

Alan S. Davis, president of Hawaiian Tuna Packers Ltd. told boatowners of the existence of cannery supplies for about three or four more weeks of operation and of the efforts being expended to obtain additional supplies. "The strike is depriving the company of an opportunity to market its products on the mainland during a time when buying is at its heaviest, resulting in a heavy accumulation of inventory on a falling market," Davis declared. Such a condition, he said, cannot continue without disastrous results, the company's alternative being to protect itself by shutting down and discontinuing the buying of fish for the cannery operation. Boat owners and fishermen are, according to industry leaders, depending upon this year's catch to make up for losses incurred during past poor seasons, and during a prolonged fishermen's strike in 1947. At the present time, there are more than 400 persons employed in the cannery, which operated 29 days during June of this year. The peak months for

(*Continued on Page 24*)

Heart of the Industry

A portion of Kewalo basin, center of Hawaii's tuna fishing and canning industry. The *Tongareva*, a seiner, is one of the largest of the local boats, and is the type which has been favored when changing from the sampans, still the popular type. Ships such as this are in danger of being idled by the recent Island strike.

Pacific Mackerel

Tagging Experiments

Trapped

Mackerel confined in a flag net to facilitate dipping.

(Here is the second article of a series prepared by Donald H. Fry, Jr., and Phil Roedel, both of California Fish and Game, involving the mackerel tagging operations recently undertaken by CFG. The preceding installment dealt with the overall purpose behind the movement; explained the mackerel's spawning habits and cycles, and ended: "When the tank was large enough, it was found best to confine a few fish at a time in a flag net which could be operated without frightening the impounded fish. Fish held in the flag net were usually quiet and could be caught with ease in the dip net.")

IN following an ideal routine, the measurer seized the fish in the dip net with both hands and placed it on the measuring board belly up. As mackerel are active and strong, his grip had to be rather firm to prevent escape. At the same time, he had to be careful not to exert so much pressure as to cause injury. Gloves, especially woolen gloves, made it easier to prevent slippage without undue pressure, and in addition protected the hands from the mackerel's. needle-sharp anal spines With the fish in position, the measurer noted its length and then lifted the opercle if an external tag was to be applied. The tagger, using pliers then clinched the tag into place, after which the measurer dropped the fish overboard. When applying internal tags, the measurer held the fish steady on the board. The tagger first made an incision in the body wall on the side of the fish and toward the posterior end of the body cavity, using a scalpel with replaceable blades. The length of the incision when properly made was the same as the width of the blade and slightly less than the width of the large tags. The tagger had to guard against slashing a wide incision in the body wall and against cutting so deeply as to pierce the gut. The latter danger was especially great when the fish were full of food. It was found best to hold gorged fish for an hour or so before tagging. After making the incision the tag was pushed into the body cavity so that it would lie between the gut and the body wall. The tagger partially inserted it with his fingers and completed the operation with a pair of forceps. Before withdrawing the forceps, he gave the tag a quarter twist as a guard against its working out through the incision.

Measurements were taken to the nearest half centimeter but proved accurate only to one centimeter. All lengths were taken to the fork of the tail. The rule was inlaid on the inclined face of the board; the measurement was normally made just before the tag was applied.

THE earliest tagging was done with opercular tags. These were used with the expectation that they would readily be noted by sport and commercial fishermen and a reward was offered for their return. Fishermen did turn in a large number which gave information on movements within Southern California waters over short time intervals, but it developed that these tags worked free within a relatively limited period. These tags invariably had a sharp wire edge when delivered. At first they were applied as received, but definite evidence was soon obtained that they worked free extremely rapidly. A tumbling drum was then devised to smooth the tags. This worked most successfully. The drum, 9 inches in diameter and 24 inches in length, was ridged longitudinally and lined with fine emery cloth. The ridges were made by nailing 16 strips of three-quarter inch half round pine on the inside. When it was loaded with about five thousand tags and revolved at 55 r.p.m., the tags were in excellent condition after four to eight hours. The smoothed tags stayed in place far better but still did not provide a permanent mark. Of the 14,053 fish so tagged in the entire program, only 19 were recovered more than one year from the date of release. Fourteen of these were retaken within 18 months, four between 18 and 24 months and one after two years and four months.

Opercular tags were meantime being recovered on electro-magnets installed in cannery reduction plants as part of the sardine tagging program (Fry 1937a). The number of these recoveries indicated that the tags were not being seen and were not serving the purpose for which they were designed: observation by the fishermen who could then give detailed information as to the time and place of capture. Because opercular tags did not prove to be permanent and because they were not being observed, emphasis was shifted to internal tags in 1938. This type was not without its disadvantages. Recoveries by individual fishermen were virtually precluded. Since there was a considerable lag between capture of the fish and recovery of tags on magnets, the exact date and place of catch could not be determined and the returns were useless for tracing movements within the fishing area.

The tagging program demonstrated that mackerel from as far north as Oregon and as far south as the central portion of Lower California eventually entered the Southern California fishery. There was no evidence of a cyclic movement, although tagging in Lower California was not so conducted as to show such movement. There were indications of gradual dispersion over a period of years from the point of release. No fish were tagged south of central Lower California. There were few returned from this region and it seems probable that mackerel from farther south contribute little to the fishery.

Attempts to measure abundance through tag returns were not successful. The fundamental causes of failure were apparently incomplete dispersion and migration. The lack of sufficiently accurate measures of mortality caused by tagging and of tag loss due to inefficient recovery means were contributory.

Opercular tags, used initially, did not provide a permanent mark and proved useful only in tracing short-term movements in limited areas. Internal "belly" tags gave an enduring mark and were used on the great majority of tagged fish.

(To be continued next month)

Harbor Boat & Yacht's New Blood

(Tacoma Boatbuilding Company, Tacoma, Washington, made no mistake when it converted the *Scarlet Queen*, biggest tuna clipper afloat. The *Queen's* performance was such that apparently, when the news got around, it had the effect of a battery of bill-boards. In any event, the Harbor Boat and Yacht Company, San Diego, California, is also feeling the heat for extensive conversion jobs and repairing, and, in answer to these requests, Arne Strom and Haldor Dahl, co-owners of the yard, have added a couple of capable operators to the San Diego staff. They're both in the following story.)

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By FRANK EVANS
Marine Press Contributing Editor

SAN DIEGO, California's, waterfront was packed with humanity at high noon, July 3, 1948. The town's citizenry, always interested in anything of importance transpiring within its platinum tuna fleet, had turned out 2,000 strong for an event that, for about three months, had been eagerly anticipated. Object of the crowd's interest rode at anchor, with pennants flying, and glistening like a newly-painted Dutch kitchen. Majestic, powerful, and built like a greyhound, she was the *Scarlet Queen*, largest tuna clipper afloat. The event, which was accompanied by a celebration involving radio broadcasts, appearances of motion picture people, newsreels, et cetera, was of such consequence that a well-known slick magazine expressed this opinion:

"The *Queen's* addition to the Pacific Coast's roaring, lusty tuna fleet represented something more than the advent of another tuna clipper. Her debut, in fact, marked an additional, and much more important, step in the development of an industry that, at one time minor, today represents a $50,000,000 blue chip in San Diego's industrial development. And everyone of the thousands assembled felt the impact, subconsciously or not. A flesh and blood monarch, indeed, could not have demanded, or received, more homage."

Last month, skippered by Charles L. Kaufmann of San Diego, the *Queen* returned to San Diego from a fishing trip that netted the big clipper a jam-packed hold. For critics who formerly had expressed, regarding the ship's size, some doubt that she was agile enough for a successful fishing craft, her log contained an answer. She had behaved like an angel, and had performed at such a low cost while out that the figures were startling. The *Queen's* performance, of course, served to emphasize once again the ingenuity of her builders, Arne Strom and Haldor Dahl, owners of Tacoma Boatbuilding Company, Tacoma, Washington, and Harbor Boat and Yacht, San Diego. Converted at Strom and Dahl's Tacoma yard, the *Queen* formerly was a Navy deep-sea tug, and the job of lifting her face was one that would cause some boatbuilders to think twice.

For one thing, the tug was badly damaged when she went under the hammer and saw at Tacoma. Her main propulsion was a Fairbanks, Morse 10-cylinder, model 38D, opposed piston, 2-cycle, which the Navy rated at 1800 HP. This type of engine was used widely in landing and patrol craft operations during the last war, and was also identified along with the Fairbanks, Morse submarine engine, which powered many United States submarines. The

(*Continued on page 17*)

New Management

Arnold J. Strom, Assistant Dockmaster, (nearest camera) and Ross Leeper of San Diego's Harbor Boat and Yacht, read blueprints for latest conversion job.

OPINION

Fish Solubles:

Is the Flavor of Chicken Meat Affected by Feeding of Fish Extracts? Here's An Analysis By a Noted Poultry Husbandryman

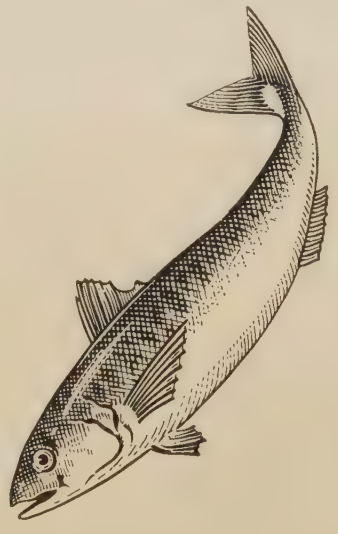
(One of the more familiar contentions made by certain groups to curtail the activities of commercial fishermen is that fish-fed poultry has "that fishy flavor." Such analysis, of course, never has been taken too serious by qualified authorities, yet the speculation has gained ground in some circles. Here's an article that should clarify the situation considerably. It was written by C. W. Carrick, Department of Poultry Husbandry, Purdue University. Professor Carrick is a nationally-known poultry authority.)

IT IS practical for poultry rations to consist largely of corn and soybean oil meal in many sections of this country. When corn and soybean oil meal are supplemented with calcium, phosphorous, iodized salt, manganese, riboflavin, pantothenic acid, niacin, choline, vitamins A and D, and the amino acid methionine, excellent growth can be obtained from young chicks. The addition of the other known vitamins to this kind of ration has not given any further increase in growth. When 2 to 3 percent of condensed fish solubles is included in this corn and soybean meal ration, the growth rate is increased to a significant extent. It is evident that fish solubles adds some unidentified factor not adequately supplied by the other ingredients.

This unknown growth factor for chicks does not appear to be one of more amino acids, because extracts of fish solubles which are practically free from protein also increase growth. The evidence now available indicates that it is vitamin in nature. It is sometimes referred to as the "animal protein factor," but this same effect can be obtained from products which are entirely of vegetable origin. It is also referred to as Vitamin B12.

Strangely enough about one percent of condensed fish solubles usually gives as much growth increase in female chicks as larger amounts, while about three percent is necessary for maximum growth response in male chicks, with the corn and soybean meal ration. When using a purified diet (consisting of refined corn sugar, casein, gelatin, methionine, various mineral salts, and all the known vitamins), the addition of fish solubles gives an increased rate of growth in male chicks, but not in female chicks, while corn distillers' solubles increases the growth rate in both male and female chicks. Probably we have more than one unidentified growth factor with which to deal. It remains for the chemists to determine the number and chemical composition of these factors.

Results from the Ohio Experiment Station have shown that fish solubles also has the unidentified hatchability factor found in animal products and pasturage, but inadequately supplied by grain and soybean meal rations. Whether this is the same factor as the unidentified growth factor remains to be seen. Fish solubles also has what is



known as "emthyl donor" value. With a corn and soybean meal ration supplemented only with riboflavin, vitamins A and D, and minerals a marked increase in growth results, when 3 percent of solubles is included. A similar increase in growth results when synthetic choline and methionine are included. The amount of choline and methionine contributed by the fish solubles is only about one-tenth the amount of these methyl donors required in synthetic forms. Hence it would appear that in some way fish solubles gives the same effect.

After rapidly grown chickens are six or eight weeks old the addition of fish solubles, or other carriers of the unidentified growth factor, appears to have little or no effect on growth rate, when a corn and soybean meal ration is fed. These results suggest that the requirements for this unidentified factor may be less as age increases, and that the corn and soybean meal may supply adequate amounts. Apparently fish solubles or other animal products are unnecessary for high egg production, although either such products or pasture appear to be essential for high hatchability. The practical place for fish solubles in poultry rations would therefore appear to be primarily for early growth and for high hatchability.

The question often arises as to how much variations there is in various samples of fish solubles. Recently we have begun a study in which various samples of solubles are being compared at suboptimum levels on a suitable test ration for bringing out differences. Thus far the limited comparisons do not show marked differences. It is probable that the raw materials and processing methods may cause some differences. It is likely that the greater the proportion of viscera included the more valuable the product will be. Lassen and associates have shown that the time elapsing before the press water is condensed has considerable effect upon the amino acid value of the solubles. Whether the unknown growth factor is affected has not been reported.

IN our laboratory we have compared samples of solubles kept in a garage and a refrigerator for two years with a new sample. There was no evidence that the long period of storage under either condition caused any deterioration in the growth promoting value of the solubles. It would seem that uniformity of high nutritional value in solubles should receive the careful attention of processors. Any marked variation in the effectiveness of solubles could affect its demand. It is likely that new products having the unknown growth factor will soon be marketed. These B12 concentrates, as they are called, are now under experimental production and feeding trials are indicating that some of them at least will supply the unidentified growth factor found in fish solubles. As to how these products can compete in cost remains to be seen. There is reason to believe that you will soon be in competition with these new products.

In a "mixed grain" chick ration, con-

(*Continued on page 27*)

NYLOCK:

Spider Web of the Sea

Here's a new product that bears watching. It may not effect, as its manufacturers claim, a revolution in the commercial fishing industry overnight, but the Nylock net is a first-class piece of goods. Moreover, it apparently has gained the unreserved approval of its users, as a survey by *Pan-American Fisherman* magazine has disclosed. If the writer's enthusiasm in the story below seems a bit high, therefore, it is easily understood, in view of the product's almost overnight success.)

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By EDWARD B. STURGES, 2nd

WITH fish net purchases running into hundreds of millions of dollars annually, Nylock fish nets, developed by Heminway & Bartlett Mfg. Co. and Brownell & Co., Inc., are rapidly becoming the wonder product of the fishing industry and may well revolutionize netting. Gill net fishermen who have used the new nets state they catch up to twelve times as many fish as other twine nets.

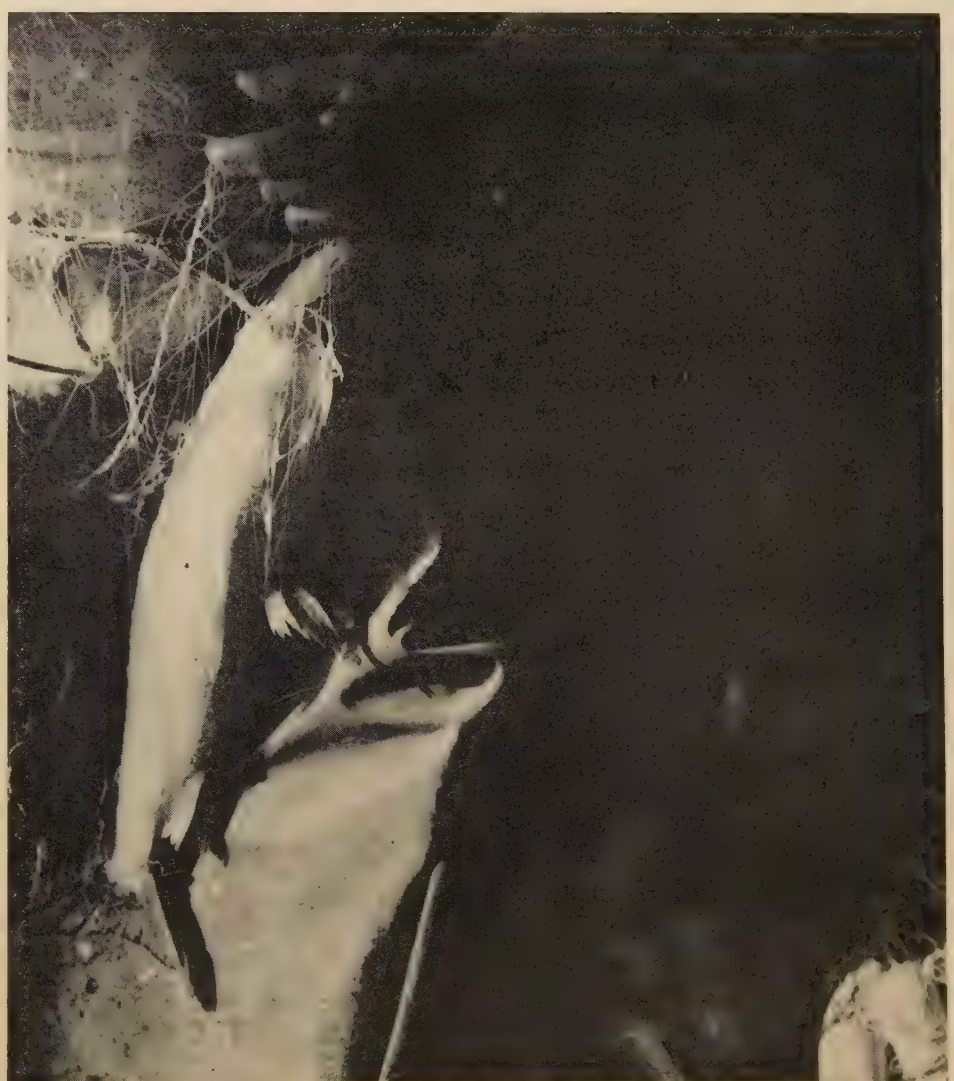
While several nylon nets have been tried, this is the first to prove successful. Made of specially processed 100% nylon, Nylock offers many other advantages over conventional cotton and linen nets. It doesn't need to be dried, eliminating the necessity for three sets of nets per vessel. It won't mildew, nor is it affected by marine organisms, gasoline or oil. Nylock is a third lighter than a linen net of equal strength and half again lighter than cotton. Since it absorbs little moisture, its "wet" weight is still less, comparatively. Because of its greater fineness, abrasive qualities and high tensile strength at the knots, it is catching more fish.

The fish net ranks with the fisherman's acumen and the weather as a vital factor to successful hauls. Linen and cotton nets must be cleaned and dried to avoid mildew and decay between each fishing period, requiring three or more sets per boat for quick turn arounds. Tears and rotted fibres must be repaired and the net replaced frequently. The weight of the net, dry or water-soaked, determines both the manpower and horsepower aboard the boat. All of these add up to cost of operation and

(*Continued on Page 34*)

Executives

Walter E. Thompson, Research Director, Heminway and Bartlett Mfg. Company, (extreme left), N. C. Brownell, Brownell and Company, Incorporated, and (right), W. S. Heminway, President, Heminway and Bartlett Manufacturing Company.



Nylock Net

Note how mesh has snared gills, fin, tail. (This photo was taken at night to emphasize net's sheen.)

SILHOUETTE

ASSIGNMENT: MEDICINE

(When one hears the term, "commercial fishing industry," it is taken to represent, more often than not, an entity. But there are many facets to this great operation. It would be interesting to know just how many people and industries are related to commercial fishing, from an allied standpoint; how many different breeds of cats, in other words, that depend upon commercial fishing for survival. Here's the story of a man who has never caught a big game fish, but numbers his best customers among Southern California fishermen.)

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By WILLIAM WALTERS
Marine Press Contributing Editor

EIGHT years ago a balding, 40-year-old newspaper reporter who had served on the Brooklyn *Times*, Springfield, Massachusetts *Republican*, and others, decided to move his family, consisting of his wife and five children, to a climate that would be more suitable to their tastes, and, after looking over both Florida and California, he landed in San Diego, California, and decided to stay put.

Shortly after his arrival, he got a job as police reporter for the San Diego *Union* newspaper and during the next six months he became more than a little fascinated with the waterfront. Tales spun by the great tuna clipper Captains were of particular interest to him, and soon he began to spend his days off roaming up and down the harbor. Later a series of stories dealing with commercial fishing began to arrive in the Eastern magazine markets, and a number saw print in the pages of the *Union*. The stories were so widely read and of such benefit to the tuna industry in San Diego that he made a host of friends among fishermen, canners, cannery workers and brokers, and when he quit the paper several years ago to enter the real estate business, the waterfront speculated for months about what had happened to him.

Versatile to an astonishing degree, he could paint as well as write, and more than one friend has a beautiful marine canvas hanging on a wall in his home —the gift of Hugh Knox. And he found that he couldn't stay away from the waterfront, despite the fact that he was making money. Several months ago he returned, in an allied capacity, and here's the lowdown on the man who was, for a long time, San Diego's favorite waterfront reporter:

Ten years ago, a small organization devoted to health insurance started up in San Diego. The idea grew slowly in spite of its obvious worth; actually it did not begin to go over until the advent of Truman's Socialized Medicine program was ballyhooed. When this happened, of course, people started the usual inquiries, and the idea was seen as a direct challenge to the Truman format. It is called Complete Service Bureau, Spreckels Building, and several months ago, Knox was approached to take over the job of Director. After a check with a great many of his waterfront friends, and others, he accepted; simultaneously enrolling these people as members.

The Bureau has grown to such an extent that, at this juncture, it is about to inaugurate a 24-hour a day, seven days a week, medical, surgical and hospital service to serve the workingman—at a price he can pay. Through Knox's efforts, mainly, organized labor was quick to recognize the Bureau's potentialities and, as the result, after more than a year of study, the AFL Health and Welfare Committee of San Diego handed out an okay, and the Central Labor Council, on July 13, passed a resolution giving the Complete Service Bureau its unqualified endorsement. Here's a little additional background.

Dave Parmer, executive director of the Bureau and one of its original incorporators, explains that the philosophy of the Bureau is to prove that fine doctors, nurses and technicians can be maintained by the will of the people. Every known psychology has been incorporated to create a real health center. No feeling of sickness is permitted to permeate the beautiful Putnam Mansion at 328 Maple street which has been converted into one of the finest clinics in the country.

When the patient approaches the clinic he sees a striking edifice flanked by towering palm trees. Sweeping green lawns are richly bordered by colorful flower beds — stately gladioli, proud, deep-toned dahlias, flowering fuchsias, incomparable rose trees — all planned to uplift the patient. He walks toward

(*Continued on Page 22*)

Comes Home

Hugh Knox, ex-waterfront reporter, returns to commercial fishing in allied capacity.

Product

A load of Caterpillar's bread-and-butter arriving for delivery.

BIG BUSINESS *with a heart!*

(Caterpillar Tractor Company of San Leandro, California, and Peoria, Illinois, has established a record, from a benevolent standpoint, through the years, and it clearly is a record to be proud of. Here's a little something on what the major points of its present-day community program amounts to.)

By STUART ALTON
Marine Press Contributing Editor

CIVIC-MINDEDNESS, of a certainty, must have been considered a virtue by early-day officials of Caterpillar Tractor Company, as this sprawling, internationally-known industrial organization today has in effect a company-community relationship that could have been built only through painstaking effort. Moreover, it is realizing plenty of benefit from its well-grounded, well-planned program. This is emphasized not only by the fact that the concern always has been able to boast of satisfied, hard-working employes, but by further fact that the immediate citizenry, in which it exists, has come to look upon it as "part of the town." This attitude, of course, has done nothing to make it hard for the company to operate, and, in turn, it must be said that Caterpillar has fairly earned the consideration.

Caterpillar's purpose has been to give its neighbors an opportunity to know it better—through plant visits, speakers, mailings, advertising—and by extensive participation in community affairs. While all these activities have been carried on for years, a Community Relations Division was formed in 1944 in Peoria, Illinois, home of Caterpillar, to give the program formal guidance. Community relations at the San Leandro, California, plant are conducted by the Personnel Department. Community Relations, aided by other departments of the Company, uses several major methods to reach its goal:

1. Encouraging participation of company employees, as well as members of management, in civic organizations and to take part in civic activities both in Peoria and in San Leandro.

2. Mailing booklets, letters and other company material to community leaders to keep them informed of company affairs.

3. Inviting community groups and individuals to visit the plant. Carefully trained escorts take visitors through the plant on regular trips and provision is made for special trips.

4. Reviewing and analyzing requests for Company contributions.

5. Providing speakers upon request.

In its broad meaning, a community relations program is a public relations program, and the organization has reason to believe it has been successful in its relations with its many publics, from results of several public opinion surveys made in the last four years, which show community thinking definitely favorable to the Company.

Main plant of the firm, of course, is located in Peoria, Illinois, where, in a city of little more than 110,000 population, Caterpillar Tractor Co. employs 22,500 people engaged in the manufacture of track and wheel type tractors, motor graders, scrapers, diesel engines, electric sets, and diesel marine engines. Here, too, are located administrative offices, sales offices, sales training division, export department, research and the many other departments necessary to a smooth conduct of the company's business. Corporate offices are located at San Leandro, California. Here approximately 1,000 men are employed in the manufacture of Caterpillar fuel injection equipment. Because of the difference in the size of the two communities, and the number of people employed in each, the Community Relations program as carried on in San Leandro, is on a proportionate scale.

This public relations program is one of performance, and not one of lip service. The company has recognized its definite obligations to the community and it carries out these commitments as faithfully as human nature permits. A step toward the solution of the housing problem in Peoria was recently taken by Caterpillar when the company sold proving ground land to a private housing enterprise, which is building homes to house 10,000 people. Installation of traffic lights and paving of bumpy streets have helped alleviate traffic problems. Planning of a new bridge to eliminate traffic bottleneck has had extensive assistance from Caterpillar personnel, in a cooperative effort with civic groups.

Officials of the concern worked closely with the flood control committee of the Peoria Association of Commerce to eliminate flood hazard which menaced the East Peoria area for many years, causing thousands of dollars damage. Here, the company joined in seeking a community improvement from which Caterpillar, as well as the rest of East Peoria which had suffered from flood damage, might benefit. On the other side of the water picture, the City of East Peoria recently found that its huge reservoir was virtually dry because of low rainfall and heavy drawing on the water supply as population increased. As the situation reached a crisis, the community faced a serious health problem. The Caterpillar group and the town of Creve Coeur, adjoining East Peoria, offered help from their private supplies. The East Peoria mayor and the commissioners promptly voted acceptance and within 15 hours, one million gallons of water a day were flowing from a Caterpillar well into the city mains.

One of the outstanding contributions in Peoria, from a community point of view, was the donation of men and machines to a project known as "Operation Earthmover." About a dozen Caterpillar machines and operators helped

(*Continued on Page 25*)

'PUPFISH'

Yardstick for Evolution?

(Bryant Evans of San Diego, California, is probably the most curious feature writer alive in this part of the country, and he misses no bets in checking that gold mine of scientific research, Scripps Institute of Oceanography. Dr. Carl Hubbs, who, as a scientist for that organization, carries a curiosity bump comparable to that of Evans', came under the latter's fire last month, and the following story, dealing with Hubbs' latest "find," is the result. What benefit the "Pupfish" ever can represent to commercial fishing is, of course, a subject calling for expert analysis. But the little fellow, it is quite certain, can claim the honor of being one of the latest fish species known to man. Evans' article first saw print in the San Diego *Union* newspaper, and the editors appreciate the *Union's* permission to reprint it.)

•

A DWARF fish that lives in a southwestern Nevada water hole shows that evolution is neither as slow nor as ancient as many people suppose, according to Dr. Carl L. Hubbs, of the Scripps Institution of Oceanography. The fish in question is a new species which apparently has come into being since the glaciers left this part of the country between 25 and 50 thousand years ago. It exists in no other place in the world. Its scientific name is *Cyprinidon Diabolis*, but for easy reference Hubbs calls it a "Pupfish."

Hubbs reasons that because it lives in just one place, it must have evolved there from another species. As a matter of fact, "degenerated" is a better word that "evolved" because its nearest relative has two pectoral fins that the little pupfish has lost, he said.

Since the water hole's connection with the outside world was cut off after the Pluvial period in world affairs, the *Cyprinidon Diabolis* must have come into being since then. The Pluvial period, when the desert was a land of lakes, came right after the glaciers left.

"That this could occur," Hubbs said, "shows that evolution can work rapidly under certain conditions. In the case of the pupfish, the conditions which accelerated evolution were isolation. a warm climate and mineralized waters.

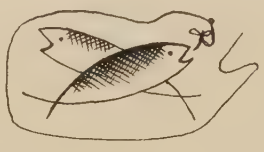
"The most important of these conditions was isolation. When a sport developed, it had a chance to persist without interference from the outside. With more competition, the sport's chances of handing down its peculiarities would have been slight."

(A "sport" or "mutant" is an individual which differs in some important detail from its ancestors. It is considered to be a biological accident which is responsible for the creation of new species.)

Hubbs' investigation of the pupfish was just a small part of a study of the Great Basin with Prof. Robert R. Miller, of the United States National Museum. Purpose of the study was, by comparison of animal life, to determine which desert streams and lakes had been related. If two unconnected streams had similar fish species, it showed that at some remote time they had been connected.

For instance, from opposite sides of the huge prehistoric Lake Bonneville, of which the Great Salt Lake is only a last remaining sink hole, the scientists found the same kind of fish.

But only 10 miles from streams in which Lake Bonneville type fish were



found, other streams had fish of entirely different species. This showed, said Hubbs, that the two streams belonged to different lake and river systems at the time when the Great Basin was damper than it is today.

This time was in the Pluvial Era of the late Pleistocene Age, which ended 25,000 years ago, according to scientific estimates. It was just after the retreat of the great glaciers from these latitudes.

"At that time this desert region was an area with approximately the same amount of rainfall as the California Coast region of our day," Hubbs said.

"In northwestern Nevada there was a large lake system we call Lake Lahontan and Lake Bonneville, which covered much of Utah, reached into eastern Nevada. Throughout this part of the state, poplars and similar trees were common. In southern Nevada and in the Mojave Desert, the lakes were more scattered and oak trees were found on the hillsides," he added.

Hubbs said the Lahontan area and the California desert was apparently a part of the coastal region at sometime in the Pleistocene Age, and that it was in this comparatively recent time that the whole Southwest, including the Sierra Nevada, was thrust up by a great natural cataclysm.

"One reason why we believe this is that we found two types of coastal fish fossils in Lake Lahontan and Death Valley. These were Sticklebacks and Killifish, both now found in our coastal waters from Santa Barbara south. They are plentiful in San Diego and Mission Bays. The apparent explanation of their being so far inland is that at that time Death Valley and western Navada were part of the coastal plain," he declared.

Exploration of the rough country, which Hubbs started in 1915, uncovered two completely new genera of fish and 10 new species.

The two new genera of fish were minnows, one found in the Moapa River which flows into the Virgin River, tributary of Lake Mead, near the Valley of Fire, and the other in Soldier Meadows in the Lahontan basin. The first was named Moapa after the river, and the second, Eremichthys, Greek for "desert fish."

Both of the fish were found in warm springs. Hubbs said they were considered survivors of a more numerous family of fish, many of which are now extinct.

DURING their exploration, the scientists found springs that showed evidence of continuous flow from glacial times until the drought of 1934.

"This indicated to us that the drought of 1934 was the most severe since the big lakes disappeared. Geologists have challenged our conclusions on this point," Hubbs said.

NEW BLOOD

(*Continued from page 11*)
engine installed in the *Queen* was salvaged from an LSM, which a Kama Kaze plane had cracked up during the fighting in the Pacific. The vessel, however, was badly damaged. But the engines came through in good operating condition, and are, of course, responsible today for the Queen's tremendous power. This information obviously has little to do with the story, except that it is necessary in the interest of illustration. Conversion of the *Queen* has resulted in one of those odd quirks that are seen in the world of industry occasionally. Always busy yards, both San Diego and Tacoma of late have become virtually swamped with requests for conversion and repair jobs. It could be the *Queen's* "fault."

The Tacoma yard, in fact, is jammed; and here in San Diego the Harbor Boat and Yacht Company has these ships either undergoing repairs, or refurbishing of one nature or another: *Scarlet Queen*, Arne Strom; *Seafarer*, Al Davies; *North American*, *Commander*, Al Davies; *North Star*, Arne Strom; *Dominator*, Al Davies; *Conqueror*, John Rippo (Skipper); the yacht, *Zahma*, owned by Lacey Hall of San Diego, and a large number of small albacore boats. In the process of conversion is the *Henry O'Malley*, United States Fish and Wildlife Service. Undergoing conversion at the Tacoma yard also is the purse seiner *St. Helena;* the alteration to turn the craft into a bait boat.

The story of Tacoma Boatbuilding and Harbor Boat and Yacht is short and sweet. Both ex-fishermen, Strom and Dahl started the Tacoma branch in 1938, got underway with a bang, and, several years ago, bought out San

(*Continued on Page 20*)

San Diego Observer

By SEYMOUR FRANCIS

REGARDING recent developments in the Fisheries Division of Natural Resources Section, *SCAP*, it would seem the organization intends to make certain that Japan is capable of administering her own commercial fishing operations before being permitted to cut loose and fend for herself in open international competition with other interests of a similar nature. On the surface it appears, in fact, that *SCAP* is recalling quite clearly Japan's high-handed treatment of other nations in the matter of fisheries operations in times past. *SCAP's* interpretation, of course, is entirely healthy and, as a matter of fact, particularly reassuring to the American fisherman. A graphic illustration of *SCAP's* thinking is contained in this letter to the Japanese Minister of Agriculture and Forestry, from the Chief of Natural Resources Section; a reproduction of which has just reached my desk: "I have received your letter of May 31, 1949, subject: 'Petition for Extension of Fishing Area for the Japanese Trawler and Drag-net Fisheries in the Eastern China Sea.' You transmitted with your communication the Cabinet Decision dated May 10, 1949.

"In that letter you point out some of the problems of the trawling industry in the East China Sea and request that favorable consideration be given the petition for the extension of fishing area decided upon by the Cabinet on May 10, 1949. Japanese fishermen obviously would like to be readmitted to the high seas to conduct their operations with no restrictions other than those applying to all nations. The only way that these fishermen can achieve such an end is by convincing the Supreme Commander for the Allied Powers and the people of other nations of these two things. (1) Japanese fishermen will respect the regulations and agreements controlling their operations, whether these regulations are established by the Supreme Commander for the Allied Powers, their own government, or by international agreement. (2) Japanese fishermen and their government desire and are able to prevent over-exploitation of acquatic resources and to obtain the maximum sustained yield through adequate research and regulation.

"Such convictions cannot be created by promises and assurances. They can be fostered only by effective and continued performance. This requires that Japanese fishermen and the Japanese government comply with and enforce the regulations on fishing operations promulgated by the Supreme Commander for the Allied Powers and the Japanese government. This also requires that Japan must develop and apply a program involving acquatic research on problems of acquatic productivity and application of the results of those studies through regulations designed to maintain the productivity of acquatic resources. Please inform me if you and other members of the Cabinet have considered these requirements, and what action you have taken to satisfy them."

THIS letter, it would seem, rather makes things clear. In other words, *SCAP* appears determined, despite the pressing need for accelerated industrial operations in Japan, to institute a program of reasonability from the fisheries standpoint — and to make it stick for years ot come. Japan's fishing operations, of course, are presently limited to the boundaries of the MacArthur Line. This bars them from the gold-plated fishing grounds of the 25th parallel of latitude, which means they are denied the harvesting of seas in the Trust Territories. More, they are barred from the albacore banks of the Far East, and, further than that, they are stopped so far as the Kuril Island salmon fishing is concerned. The Sea of Japan also is one of their mustn't touches, along with the bottom fishing grounds in the East China Sea and the Yellow Sea. To be fair about the situation, it is little wonder that some Japanese

(*Continued on page 32*)

Golden Gate

By JOHN Q. ALLEN

THE sardine situation is becoming a hot subject here in the Bay Area. The fishermen are holding out for a contract of fifty dollars per ton and by the time that this goes to press, they will probably have arrived at a figure with the canners and processors. In the meantime, the State Fish and Game Commission, which allocated fifty thousand tons of sardines to the reduction plants, has been taking it on the chin from all angles. The original ruling, which came out of the May meeting, stated that 20% was to be divided among California reduction plants operating in conjunction with canneries, and 80% was to go to the straight reduction plants. There has apparently been considerable griping among certain factions in the industry about this type of allocation, consequently, the Commission has agreed to a further discussion of the matter of distribution among reduction plants of the fifty thousand tons of sardines alloted for straight reduction.

At the present time, there are some two hundred cans of shark livers stored in the warehouses here over a dispute in price. It would also appear as though someone feels that he is being cheated on the weights of the cans. For the first time, to my knowledge, the cans are being sealed so that they cannot be tampered with or part of their contents removed. And while all of this haggling is going on, it appears as though the shark boys are going to have to trade in their shark gear for lawn mowers. Three of the large pharmaceutical companies are definitely going ahead with plans to construct plants for deriving synthetic Vitamin A from lemon grass. This will undoubtedly have a crippling effect upon the shark fishing industry. This rather recent discovery all came about some two years ago when a Dr. Nicholas Milas of the Massachusetts Institute of Technology first discovered a method of deriving synthetic Vitamin A from lemon grass. Since that time, the pharmaceutical company's research laboratories have evolved a far superior manner of derivation which they are planning to use in their new manufacturing plants. (The Gentlemen in Sacramento please take note that it will no longer be necessary for them to worry over the mating habits of the soupfin shark.)

IN reading over the First Annual Report of the Pacific Marine Fisheries Commission to the Congress of the United States, I note their resolution regarding tuna research. It was to the effect that the money available for research by the three Pacific Coast States was limited, and that the Commission recommend to the proper fisheries research bodies in these states that the first matter to be studied with the money allocated shall be on the question of whether or not the albacore of the North Pacific is one population. I presume that everyone interested in the fishing industry is in accord with any research into the habits of the albacore and tuna, however, it occurred to me that this has already been accomplished to the extent that it is generally accepted. In Fish Bulletin No. 70 published in 1948 by the Division of Fish and Game of the State of California regarding the yellowfin tuna and the albacore it is stated, "In the light of the foregoing indicative results it is concluded that: The local and Japanese populations of albacore are probably distinct and nonintermingling. The Japanese albacore are characterized by a relatively shorter head and caudal region and a longer abdominal and central trunk." I am in favor of spending all of the money available for this type of investigation but please let's not duplicate past work.

A MORE important subject for research seems to be, as Mr. H. C. Godsil put it, "What is needed is exploratory work to answer these two questions: (1) Where are the albacore from October to June, and (2) what portion of the stock are we exploiting during the fishing season?"

PRESS-O-GRAMS

(*Continued from Page 6*)

Ketchikan saw the wedding of Vincent Tongson and Marina Topinio.

Halibut Fisherman Ralph Otness of Petersburg wed Virginia Mae Soderlund. Also in Petersburg, Erling Husvik exchanged vows with Maxine Bredasen. In Junea, Leona Descheneau will become Mrs. James Peacock.

In San Francisco, Sal Billante of the *Anna B*, announced the engagement of his daughter, Marie, to James Pagano.

•

Northern boats fishing the cagey albacore in Southern California waters are the *Tryphena C., Papoose, Mary Ruth, Melody, Lurline, Kayo, El Mariner, N by W.* The canneries that have barges for fish delivery at the present time are Van Camp's, High Seas, French Sardine, and Geo. Castagnola.

•

Joe Silva, owner of *Glory of the Seas* and *Yvonne*, will leave San Diego for a seven-months tour of Europe. Have a good time, Mistererrolflynn.

•

Dick Quiggle, San Diego service station operator, and a man who does lots of business with the car-driving set in commercial fishing, thought he had the idea. It came about in this manner: Dick, who is never happier than when riding his pinto mare, Betty, got tired of the dogs snapping and barking at him while riding his favorite bridle path near Lemon Grove. So he rummaged around and found a handful of firecrackers somebody left over from July Fourth, and took them along. Sure enough, the dogs spotted him coming, and took out after him. Then Dick lighted a firecracker and heaved it at the dogs. The firecracker went off all right —so did his horse. It took him better than a mile to get her out of a dead run.

•

Charlie Kaufmann has left in his big clipper *Scarlet Queen*. He'll try to better even the bang-up job that marked the Queen's return last month. On that occasion, Charlie came in with a full load aboard the biggest tuna clipper afloat. An excellent job, especially for a man out his first trip as skipper. Charlie, whose determination promises to set something of a record in commercial fishing hauls, was born in Santa Ana, California, February 20, 1918, worked in a lumber yard, went into the contracting business in San Diego, and later wound up as Chief Engineer on the *Mauretania*. And from there to skipper of the *Queen*.

SOCIETY

A surprise birthday party was given Chief Engineer Laurence H. Van Buren

recently by Mrs. Van Buren. It could not be planned far in advance as he likes to spend any free time from boat work at their Lake Wohlford home, and she wanted to be sure that he would be home for the occasion. Therefore, friends received telephone invitations on very short notice. Many were out of the city on vacations due to the boat tieup and were unable to attend. Others invited were Mr. and Mrs. Ray Salisbury, Mr. and Mrs. Wm. McCotter, Mr. and rs. Geo. Englander, Mr. and Mrs. Roy Lovell, Mr. and Mrs. Andrew Lassen, Mr. and Mrs. Jack Kennedy, Mr. and Mrs. Ben Jauregui, Mr. and Mrs. Paul Contreras, Mike Silva, August Silva, Joe Silva, Mr. and Mrs. Harold Silva, Mr. and Mrs. Manuel Silva, Mr. and Mrs. Manuel Gonsalves, Mr. and Mrs. Jack Pires, Mr. and Mrs. Frank Prestipino, Mr. and Mrs. Louie Massa, Mr. and Mrs. Steve Stagnaro, Mr. and Mrs. G. Vattuone, Mr. and Mrs. Sam Navarra, Mr. and Mrs. Dominick Castagnola, Mr. and Mrs. Italo Vattuone, Mr. and Mrs. Louie Vattuone, Mr. and Mrs. John B. Vattuone, Mr. and Mrs. Dave Campbell and Mr. and Mrs. Geo. Campbell.

Van Buren received many gifts which included a Zenith radio from the Campbells. Buffet supper and bar was open until? Those who had not been in the Van Buren home since they moved a year ago were taken on a personal guide tour by Van Buren. After buying, remodeling and selling a few houses during the war years, Mrs. Van Buren has decided it's time to stop, as she doesn't think she could do better and she would like to take time to enjoy this one. Their home located at 3018 State St. overlooks the city, Point Loma, Air Port and the Bay.

Many happy returns Van.

•

Laurence Dale Van Buren, son of Mr. and Mrs. Laurence H. Van Buren, student of St. Vincent De Paul School, Gladys Bowen Dance Studio, and a member of Bonham Brothers Band has been spending part of his vacation wiht his grandmother, Mrs. Alice Bridge of Pasadena.

•

Mr. and Mrs. Jack Morissey of Denver, Colorado, are vacation visitors in the Laurence H. Van Buren home. Morrissey is with the Denver Water Co. Sunday they were entertained by Mrs. Van Buren at Lake Wohlford. Other guests were Mr. and Mrs. Geo. Weaver and family. Geo. is the down town tricycle man who writes parking tickets for the City Police Dept. Mr. and Mrs. Morrissey and Mrs. Van Buren and Dale will spend part of this week at the Rosarita Beach Hotel.

Crew members of *Scarlet Queen* snag one they didn't count on. (See "Marine Press-o-Grams.")

•

Mrs. Jack Pires, daughter Marie and son Raymond, are spending a few weeks with relatives at San Jose. Husband Jack, and son Charles, are at sea on the *Queen Mary*.

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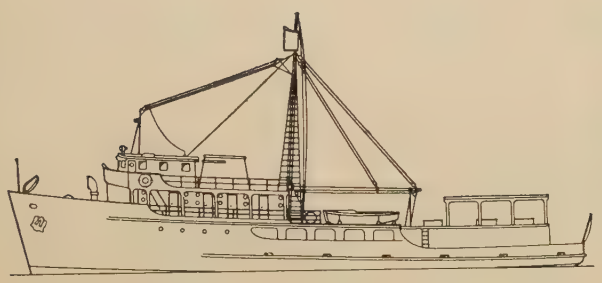

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NEW BLOOD

(*Continued from Page 17*)

Diego's Harbor Boat Works, co-owned by Al C. Busche, and Pete Rask. The rest of the story is too well-known to bear repetition, however, with business booming along such as it is, the partners added a couple of clinchers.

They are commercial fishing's well-known Ross Leeper, who, last month, succumbed to a Strom-Dahl offer to go in as General Manager of Harbor Boat and Yacht, and Arnold J. Strom, son of HBY's co-founder, who took over the job of Assistant Dockmaster a few days after Leeper went to work for the firm.

LEEPER, a six-foot, 180-pound man with hair about the color of steel dust, and whose father before him had been a shipbuilder, immediately announced that the yard would be improved, added to, and headed up with still more steam. As the result, an extensive remodeling program will go into effect within a few months. In this, of course, he will be materially aided by young Strom, who, after getting out of school, got on a fish boat at Tacoma, Washington, and learned the ropes about commercial fishing. The latter's attachment to the San Diego yard of the Strom-Dahl concern marks his "second step" in the process of boatbuilding education, and, coached by Leeper, he established at once a department dealing with small boat repairs. On the surface, it looks as though the Strom-Dahl organization is setting something of a pace.

EBB'N FLOW

(*Continued from Page 8*)

AFL, and Jerry Driscoll, Attorney for the Tunaboat group.

Essence:

The Bill itself, if signed into law, would be effective until June 1951; a previous measure permitting canning of the big fish had expired July 1. Some canners were against the measure; expressed the opinion that tuna so big were not "fancy-pack" tuna. They were represented by Roy Beaton, Executive Vice-President, California Fish Canners Association. After some sparring Luckel played his trump: Canning of large tuna would mean $3,000,000 more yearly to the Southern California tuna industry. Ten seconds later the bill was a law.

Boons and Blows:

But Warren wasn't through. On the same day he signed into law Assemblyman Thomas A. Maloney's Bill, No. 3106, which called for sales tax exemption on boat construction, repairs, alterations and improvements. ("If the boat is engaged in carriage of persons or property for hire, or if the boat is used in commercial deep sea fishing operations outside the territorial waters of California.") Heretofore, California boat yards had been commanded by the State to charge 3 per cent sales tax on such operations, and, as the result, many seamen had had their boats built and repaired by yards outside of California. Warren's signature became a boon to Golden State boatbuilders. But it was a blow to those outside the pale. His signature affixed to the Boat Licensing Bill, Warren could afford a sigh of relief, as it mopped up the more pressing matters concerning his office in regard to commercial fishing. (Earlier, on July 19 to be exact, Warren signed into law a bill permitting packers to buy mixed fish loads, which contained not more than 10 per cent of sardines—not excluding the sardine closed season. The legislature early in the year had outlawed taking sardines during closed season. Loads of mackerel and anchovy, which contained some sardine, therefore could find no legal market. The State Fish and Game Commission had urged the correction; gave as its opinion that it was virtually impossible to take mackerel and anchovy without trapping some sardine).

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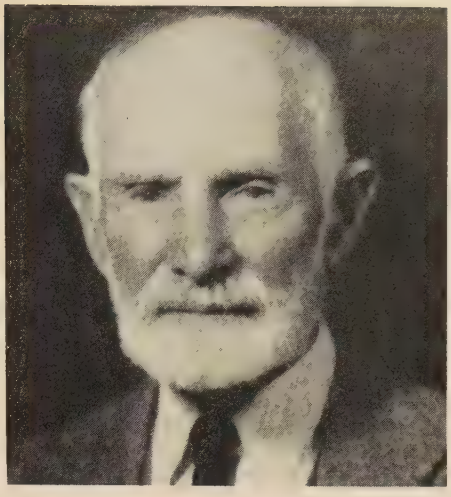
DIED

Levi T. Snow:

For years his kindly, sympathetic nature was a watchword with working people who knew him, and a criterion for success to those engaged in that will-o'-the-wisp of all trades: Public Relations. He died the latter part of June in his 90th year, as calmly as he had lived. He was Levi T. Snow, Chairman, Board of Directors, Snow-Nabstedt Corporation, Hamden, Connecticut, and he left a record that labor long will remember. In 43 years his company had never lost a minute due to strikes or differences involving labor and management. Early in his career he formulated the belief that the workers themselves were the most important part of a successful business and, despite the hostility of his early-day colleagues, he put into effect one of the first stock-distribution systems and profit-sharing plans. He was recognized as one of labor's first champions, and his workingman friends outnumbered by far those in his individual realm of endeavor. When he died the entire city of Hamden was shocked.

Inventor:

Born in Prospect Ferry, Maine, on May 30, 1860, to descendants of the first Plymouth Colony settlers, he moved with his parents at the age of six to Thomaston, Connecticut. There he went to Thomaston Academy, serving, simultaneously, as clerk in a general store. Later, he worked out an apprenticeship as a machinist and tool maker at Pratt-Whitney in Hartford, Connecticut. In 18884, Snow joined the Strong Firearms Company at New Haven, Connecticut; later bought into the firm. During this period he invented the nationally-known Universal Food Chopper, which still is widely used. As an inventor he went into business for himself; manufactured such items as yacht cannon, finger nail clippers, box nail pullers and key rings. When World War II exploded, he received the first Army-Navy E award in New Haven for his organization; his firm was one of the few to get six such awards. He retired as President of Snow-Nabstedt Company on January 1, 1947, and was succeeded by Nabstedt. Churchman, philanthropist, and civic-worker, it is doubtful if he had an enemy anywhere.



Dies
Levi T. Snow

GOLD IN THE FREEZER

Catch of the Sun Dial:

Captain Jack Kennedy wasn't too unhappy. Skipper of the *Sun Dial*, which probably was the last ship of San Diego's tuna fleet to bring in fish under the old $340-a-ton price, Kennedy pulled his big white clipper into port July 20 with a record load of tuna aboard. The cruise had lasted four months; most of the fishing took place off the Nicaraguan coast, although the ship had ranged as far as South America. Fred E. Brown of San Diego was not too unhappy, either. He was owner of the *Sun Dial*. The easiest thing for Kennedy

(*Continued on Page 28*)

A Fisherman depends on his Boat !

A FISHERMAN DEPENDS ON HIS BOAT!

You know the old saying about a carpenter and his tools! It may hold true for a carpenter, but with a fisherman it's different. If his boat is poorly built, or unseaworthy or faulty in some way—he won't come in with the high catches! That's why AVONDALE TUNA CLIPPERS are queens of the fleet—because a fisherman knows they'll stand up to a sea, that they'll range with the best, that everything to the last scupper is designed and built to perform with the best. And then too—AVONDALE CLIPPERS are built of STEEL!

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Spit and Polish
Exterior of Complete Service Bureau Clinic in San Diego, California.

SILHOUETTE

(Continued from Page 14)

the beautiful building on gracefully curved sidewalks. Even on the dreariest days, this person who is suffering, is lifted by those things that are beautiful. Inside the door the patient is greeted with pastel colored walls, great bouquets of flowers—and peace. He sits down to await his appointment, in big comfortable chairs in modern upholstery, of the finest materials and in rich colors. And he listens to soothing music which has been wired throughout the building just for his benefit. Even sick and suffering babies, who are crying as they are brought in, relax their tensions.

Strategically located throughout the building are big plate glass mirrors, fine pictures, smooth natural wood panelings. The building itself is strategically located for convenience of access. Although its location was selected 10 years ago, it has now become the heart of medical row on Fourth Ave., at its intersection with Maple Street. It is served by five bus lines connecting city residential areas, the downtown shopping center and outlying cities including El Cajon and La Mesa. Two extra large lots have been secured at the rear of the building and now are being converetd into parking space for automobiles.

Doctors on the staff include George Roy Stevenson, M.D., F.A.C.S., who pioneered the cause of the Complete Service Bureau and who still is active as a surgeon; Chester J. Antos, M.D., in charge of pediatrics; Marcus G. Kelly, M.D., F.A.C.S., obstetrics and

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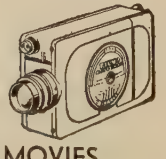

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gynecology; A. M. Livingston, M.D., Eye, Ear, Nose and Throat specialist; Milton H. Ivens, M.D., general medicine; Lamar J. Hankamp, M.D., general medicine; Robert F. Burak, M.D., general medicine, and Grant W. Lee, M.D., A.I.C.S., surgeon. Each doctor is a professional member of the California Physicians Service. And all patients, except in case of emergency, are seen by appointment.

The Complete Service Bureau has its own laboratory, its own X-ray department, its own physiotherapy department, its own pharmacy and also has ambulance and hospital service. Each department is staffed by personnel of the highest qualifications. The patient has free choice of any doctor on the staff and has the benefit of consultations of all the doctors in baffling cases and rare diseases. In other words, a member of the Bureau has eight doctors to care for him in his illness or hospitalization, not merely one.

Services at the Bureau include service at the doctor's office for adults and children by the professional staff; eye examinations and glasses; home calls whenever the patient is unable to come to the doctor's office; hospital care for sickness, surgery or accident; a minor surgery room and recovery beds for the convenience of patients; modern laboratory which provides tests and examinations as ordered by the physician; an X-ray department for more positive diagnosis; physiotherapy treatments; basal metabolism tests; electrocardiogram heart studies; pharmacy where prescriptions of the doctor are accurately filled; ambulance if required, a visiting nurse service and hospitalization.

For all this the member pays a $10 membership fee, and $2.50 per month for the family. While the member is guaranteed up to $7 per day for 30 days hospitalization, if he wishes to extend hospitalization to his entire family, he pays only 50 cents for each adult member and 25 cents for each child, a month.

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CLASSIFIED

BOATS FOR SALE

Tuna clipper, 56', equipped with Cummins Diesel, $34,500. Write PA-114, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

40' Fantail Diesel, built 1947, 9 ton ice hold, 500 gallon fuel cap. $12,500. Write Box PA-116, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

36' fishing boat, bait tank, A-1 shape. Make offer. Write Box PA-127, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

47' Fantail, equipped for swordfishing. $8,000. Write Box PA-128 for details. Pan-American Fisherman, Broadway Pier, San Diego, Calif.

32' Jig Boat. Registered 4 tons, bait tank, and refrigeration. Diesel powered. Box PA-122, Pan-American Fisherman, Broadway Pier, San Diego, Calif.

2-man Jig Boat. 2 T. Gray diesel. $2,000. Good deal. Box PA-123, Pan-American Fisherman, San Diego, Calif.

BOAT HULL—wood; 128x28, good condition; no superstructure; low deck, suitable for fishing barge. Sell or trade, will take business interest from responsible party. J. White, 604 Cedar Street, San Diego, Calif. Main 2028.

BOATS WANTED

Have $1500 for down payment on fishing boat. or will lease or fish on shares. Write Box PA-124. Pan-American Fisherman, Broadway Pier, San Diego. Calif.

Need small albacore boat immediately. Will go anywhere to see. Will pay cash. Write Box PA-125 Pan-American Fisherman, Broadway Pier, San Diego, Calif.

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See BILL KEATING for fuel dehydrators, filters and elements, all types. Oil Filter Service Co., Franklin 9-6792, San Diego, Calif.

Good used FM 350 G.P.M. Pumps. James Cowan, 2405 E. Harbor Dr., San Diego, Calif.

Pitching, straightening, balancing. Pacific Marine Service, 3781 Dalbergia, F-9-4701, San Diego, Calif.

Two 7x,50 binoculars. B & L coated optic (night lens). Best offer. Write for appointment and address. Box PA-126, Pan-American Fisherman, San Diego, Calif.

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Ultimately Organized Labor plans to have its own prepaid medical service, the Health and Welfare Committee explains. In the interim, the Complete Service Bureau was given complete and unanimous endorsement as the best service in San Diego for the workingman. This final endorsement was given after the efforts of Knox, acting as liaison between the Health and Welfare Committee and the Complete Service Bureau, had brought about the decision for the increased, 24-hour, seven day a week, medical hospital and surgical service for the workingman.

ECONOMY

(*Continued from page 9*)

canning tuna in the Hawaiian area are June, July and August.

About the middle of July, new attempts were made to break the wage dispute, however no hint of a settlement was seen since union demands for a 32 cent an hour increase were far above the waterfront employers offers of a 14 cent increase, as recommended by the Governor's fact finding board. The Union emphatically refused the offer and many observers in Honolulu are predicting "a long and hard struggle." A shutdown of Hawaii's tuna industry, it is estimated, would directly affect more than 700 workers and their families as well as indirectly hitting the pocketbooks of the many hundreds

Hawaiian Economy

The Hawaiian Tuna Packers Ltd. plant, which adjoins Kewalo basin and is the buyer for more than three-fourths of the tuna caught in the Central Pacific Island area.

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OFFICE
HARBOR 193

—FANCY CANNED FOODS—

DOCK
HARBOR 1935

of others who normally derive their income, or a portion of it, from the supplying and servicing of fishermen and cannery workers.

In spite of the shaky situation, perhaps hardest felt by such industries as tuna and pineapple packers, developments of the harbor and docking facilities are still getting the go-ahead signal. Kewalo Basin, center of the fleet operations and nearest to the modern fish cannery, is undergoing many docking improvements and modernizations. Hawaiian Tuna Packers Ltd., pioneer fish-canning firm, has kept a modern boat yard with dry dock and other excellent facilities; a large cold storage warehouse and ice manufacturing plant is operated adjacent to the cannery, where fresh fish, frozen food products, and frozen vegetables are distributed to island trade.

One of the important problems which faced the island industry at the start was the development of the fishing banks, and the solving of bait and fishing techniques. The first ventures were made by boat owners on their own hook, and other investigations were made by the cannery, however, the answer to the problem was a fishery research laboratory in the islands. The Fish and Wildlife service, headed by Albert M. Day, planned such a project, and in July contracts were awarded for the construction of the fish lab. A large high-seas purse seine vessel is being constructed by Tacoma Boatbuilding Co. in Washington, which will join two similar vessels, the *Henry O'Malley* and the *Hugh M. Smith*, both YP conversions, which are being refitted in San Diego and Seattle on the West Coast. The two exploration vessels are expected to be finished in September or October of this year. Conservative estimates by the service place the yield of tuna alone in the Central and South Pacific as representing nearly $100,000,000 to the protein hungry world.

Discovery of new tuna banks and solving of the ever present bait problem which faces the Hawaiian fisherman, would probably mean development of new fishing boats or changes in the existing sampan-type boats which fish in one day trips and travel out about 60 to 70 miles from shore. Latest types are being constructed of steel and are larger for more extensive voyages. Both seining methods and pole-fishing tactics are in use in island fishing by the fleet, which has been now restored to well over the pre-war tonnage.

Extended tieup conditions, causing problems in the economy of the Hawaiian islands, have threatened the tuna as well as many other industries.

BIG BUSINESS

(*Continued from Page 15*)

move 250,000 cubic yards of dirt in 48 hours. Scores of machines took part in this project with Caterpillar and a local dealer providing the necessary service facilities. Purpose of the operation was to set up a recreational area to be known as Exposition Gardens.

A Peoria hospital received the largest single cash contribution in the history of the company for improvement of the children's section at the institution with three other Peoria firms joining in the project. Worthy causes such as this are supported in single amounts running into thousands of dollars.

Activities of employees, such as basketball teams, Airplane Club, Girls Club and others, while planned primarily for Caterpillar personnel, frequently attain community status because of the wide interest aroused.

The Caterpillar Girls Club an internal organization whose membership is made up of women employees, has, for a number of years, been active in social welfare work, both in Peoria and San Leandro. The numerous activities in that direction of the club in Peoria are too many to mention. At the San

(*Continued on next page*)

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Terminal Tidings

By JERRY LEE PECHT

I'VE seen some hustling and bustling in my day, but the end of Los Angeles' six-week-old tuna fleet strike, an embroglio which very nearly paralyzed the world's best and busiest fishing port, takes the candy. When once the word had filtered through that canners, who had laid down a price of $300 a ton for tuna under the old price of $350, had reached an agreement with fishermen at $310 a ton, the waterfront bellowed. Groceries, within minutes, began arriving at the docks, and other ships' supplies quickly followed. The entire waterfront, in fact, was a seething strip of yelling, sweating fishermen, all relieved that the long wait was ended, and certainly showing it. There was one catch to the settlement; one that actually burned some fishermen to the proverbial crisp. The Cannery Workers and Fishermens Union ruled that boats and clippers that had gone fishing prior to the dispute must lay over for 36 days. These boats, of course, had been guaranteed the old price of $340 a ton for tuna and, while they were considered lucky in getting the old price, the 36-day layover didn't sit with them very well.

Down San Diego, California, way, Lester Balinger, Secretary-Treasurer of the union, assertedly told reporters that the dictum would prevent overcrowding the fishing grounds, and also would let the boats leave in some order. To this announcement, he got not a few dissensions, most of them from canners. The grounds, most canners contended, covered hundreds of miles of territory, and that it would take an ocean-full of boats to do anything in the way of crowding. In addition, they held, the tuna business was leaping ahead, and in a manner that it would be virtually impossible for one group of fishermen to take over another group's share. It seems, however, that most of the canners agreed to the proviso.

One of the vessels caught in the bind is the live bait boat, *Conqueror*, an 87-footer skippered by Johnny Rippo, who, at 31, is one of California's most successful fishermen. Johnny's craft apparently was one of the last to depart before the dispute got underway, and it also was the last to get back to port. The vessel came in with a full load of skipjack and yellowfin, caught mostly off Socorro Island, about one thousand miles south of Los Angeles. It was out for forty-four days, and Johnny was somewhat proud of the accomplishment, as the *Conqueror* actually is not in the big boat class. "When they start hitting hard," he explains, "you feel like you're throwing nothing but sevens. You see the fish pile up on deck and you feel like you've done a good job." This philosophy, of course, is a typical one with the really good fishermen; it always is the thrill involved, and the satisfaction of putting over a first-class piece of work that figures with them first.

NATURALLY, San Pedro canners are back to hard work, too, and most of them are plenty enthusiastic about this season's prospects. If there is any depression stalking the land, moreover, the cannery people, from the executives down to the slicers, obviously are not aware of it. G. K. Brietenstein, President, Southern California Fish Cannery, San Pedro, says there is no question but that the market is "good." Coming from Brietenstein, who is well-known for his hard-rock appraisals of any situation, this probably means much more than that. At any rate, fish is being toted off the boats here in a seemingly unending procession, packed cans are being spitted at the boxing machines with machine-gun rapidity, processors are hard at it, and, overall, the fishing situation here looks about as rosy as can be expected. But that can be anticipated. If there is one sect of people who can work together as commercial fishermen are able to do, I don't know where it could be found. I have never known of a group engaged in a specialized enterprise with so few clubs,

(*Continued on page 32*)

BIG BUSINESS

New Officer

J. M. Davies, recently-appointed Director of Research, Caterpillar Tractor Company, Peoria, Illinois.

Leandro plant and offices, the Caterpillar Girls Club was organized in 1938, and, since its inception, has contributed much to the social and child welfare in the community, without benefit of publicity. Girls contribute their own time to the club's activities.

On one occasion, out of their eagerness to provide some novel diversion for children confined at the East Bay Children's Hospital, members of the Club created some seventy dolls ingeniously contrived, infinite in their variety, and the entire collection was presented to little girl patients of the hospital as an Easter gift.

A four and a half year old boy, suffering from a rare kidney disease, needed special treatment calling for two vials of albumen a day, at a cost of $24 per day, for an indeterminate number of weeks. The case came to the attention of the Caterpillar Girls Club. Within 24 hours they had provided an amount of money sufficient to cover a full week's treatment. The fund finally raised totaled some $600.

A twelve year old blind girl was given a two week vacation at a nearby ranch through funds supplied for the purpose by the Club. A small school in France was sponsored by the Club after the war. Food, funds and clothing were sent to France. These are just a few of the many ways in which the Caterpillar Girls Club contribute to the welfare of others.

Funds for such projects are raised through rummage sales, whist parties and occasional dances. A Company house organ, *News and Views*, profusely illustrated, is published semi-monthly in Peoria, and monthly in San Leandro. It is distributed not only among employees but is sent out to leading citizens, schools, libraries, doctors and ministers. The two publications tell the two communities about the company and its people and also serve to introduce company personnel to each other.

Probably one of the most unique features of the Caterpillar program is the fact that the plant has no Public Relations Director nor a Public Relations Department. Instead, the public relations function is accomplished through what the Company calls the conference system. All departments may be drawn into the program, individually or together. Specific tasks, however, are done on a day-to-day basis by two units: the Training and Community Relations Department and the News Service Division. Training and Community Relations Department conducts the showing of movies, community advertising, evaluating requests for cash donations and delivering of talks before clubs.

Release of news and pictures to the press and radio is handled by the News Service. All departments, including Community Relations, disseminate general information through the facilities of the News Service, which serves as a clearing house within the plant and a source of news for the press, radio and trade journals. Viewed from a public relations aspect and on a wider scope, News Service has other functions of national and international dissemination, directing specially written articles to publications throughout the world. Caterpillar's reputation for providing superior photographs to newspaper and magazine editors has been instrumental in building public relations prestige with these important outlets of information.

While personnel schooled in public speaking and in knowing the community well make up the Community Relations staff, former editors and newspaper writers predominate on the News Service staff. Members of the Community Relations staff, News Service, Personnel and other departments make frequent talks at local gatherings. In addition, Caterpillar personnel can be found on the rosters as directors and officials of many local organizations, both in Peoria and in San Leandro.

OPINION

(Continued from page 12)

taining 5 percent each of ground barley, ground oats, wheat bran and 15 percent of wheat middlings, the addition of the four previously mentioned vitamins and methionine gave a marked decrease in growth when compared with the corn and soybean meal ration with these same supplements. When a level of three percent of condensed solubles was included in the mixed grain ration, a marked increase in growth resulted. Thus it appears that solubles has good supplementary value for other grain products than corn.

In practical starting rations it may be advantageous to include some fish meal, or other product relatively high in methionine, as well as fish solubles, if maximum early growth is desired, as in the case of broiler production. However, for chicks that are to be grown for replacement stock, the extra cost is probably not worth while.

THE question often arises as to whether fish solubles will impart a fishy flavor to poultry meat. *We have fed as high as 8 percent condensed solubles in chicken rations for eight weeks and found no detectable evidence of off flavor in the chicken meat.*

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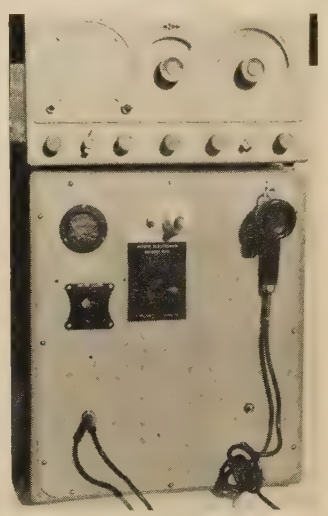

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EBB'N FLOW

(*Continued from page 21*)

to recall about the trip was the exact length of time out to sea. Reason: his youngest son squalled his way into the world on the day Kennedy sailed.

MICROBE HUNTERS

Sanitation on the March:

Two-and-one-half years ago four men, with an aggregate total of 30 years devoted to the doctrine that cleanliness is next to godliness, decided to leave the Government's Food and Drug Administration, and go in for themselves. Their reason was that Congress had allowed the FDA only regulatory powers, and they figured that the cagier type of food and drug packer might see some good publicity in getting sanitation okays from an organization that made it tough to get a *clean* signal. Thus the Food and Drug Service, Incorporated, 4917 Huntington Drive, North, Los Angeles, came into being, and the results, to date, have been rather surprising. As it developed, in fact, there were plenty of packers who, plagued by a mare's nest of sanitation problems, were only too anxious to get it straightened out by experts. The organizers of Food and Drug Service were William E. Paxton, President; Thomas E. Collier, Vice-President; Eric A. Gray, Vice-President, and John S. Herr, Secretary-Treasurer; and they represented, overall, the former Federal capacities of Inspector, Chief Inspector, chemist, analyst and Hearing Officer. While employed by the Government, they had, collectively, unearthed more unsanitary dirt than a battery of housewives.

During the early stages of the firm's development, of course, the bulk of its functioning was of consultatory nature; the action taken, after an inspection, to be at the packer's discretion. Later, however, the word got around that it would be good advertising to get the concern's written approval of their plants; its directors apparently knew what they were talking about, and further, they had a reputation. As the result, Food and Drug Service inaugurated an Honor Roll Award, to become the property of canners, processors, and packers who were interested enough to undergo a thoroughly rigid inspection. Among other things, the Award asked that a plant pass the unanimous approval of all four of Food and Drug's inspectors. This was called Food and Drug Service Incorporated Sanitation Award Committee. Initially, the plant applying would be inspected three consecutive times, with inspections to occur not less than a week, nor more than one month apart. Any plant could qualify. Subsequent qualifications must be monthly, however, most of them would be weekly. Then came the odd part.

Finesse:

To get an Award, on the surface, looked tough. But it wasn't. Canners and packers found that the years of microbe hunting put in by Food and Drug Service inspectors had taught them a few labor-saving touches. By following instructions, they were able to keep their plants up to snuff with no more effort than it took to keep them half way so. Result: Invaluable publicity for the firm with an Award. In the commercial fishing industry during July, Van Camp Sea Food Company, Incorporated, of San Diego and Los Angeles, California, was among more than 25 packers, canners, bakers, and others to get the Award. A number of others were to follow.

ANOTHER AVONDALE BROOD

Triplets:

She slid into the water with a spanking splash, the first of three of her kind now under construction by Avondale Marine Ways, Incorporated, New Orleans. She was the *Sea Magic*, launched July 14, and a crowd, composed of members of the West and Gulf Coast commercial fishing industry, was on hand for the event. Watching the debut of the clipper, which was sponsored by Mrs. Manuel A. Fernandes of San

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Diego, California, wife of the Captain and co-owner, were Fernandes himself, E. P. Farnsworth, Vice-President, San Diego Trust and Savings Bank; Cecil W. Drake, West Coast Representative, Avondale; Joe Charlton, Fleet Owner, and Eugene Dahout, Chief Engineer of the vessel. All were from San Diego. Included among those present from New Orleans were James H. Bull, President, Avondale; Superintendent Evans, Mrs. Evans, and Mr. and Mrs. James Viavant. Viavant is Vice-President of Avondale.

Celebrants

Attending Avondale's launching of *Sea Magic* at New Orleans recently were (left to right) Joseph W. Charlton, managing owner of vessel; Cecil W. Drake, San Diego boat broker; Manuel Fernandes, captain; Mrs. Fernandes, sponsor; James H. Bull, Avondale President; Mrs. F. Evans, Mrs. James Viavant, wife of Avondale's vice-president, and Earl Farnsworth, vice-president, San Diego Trust and Savings Bank.

Equipped:

The *Sea Magic* was designed by G. Bruce Newby, Naval Architect of Long Beach, California, and is similar in construction to five other clippers recently built by Avondale. Designed for a speed of 12 miles per hour her yacht-like steel hull is 121 feet long, 28 foot beam and a 13'3" depth from main deck to keel. She is powered by a 900 h.p., 12 cylinder, G. M. diesel with a 2½ to 1 reduction gear, driving a 4 blade bronze 84" diameter propeller on a monel tail shaft. Two 75 k.w. Superior engine driven generators provide power for ship's service and for the three powerful ammonia compressors. Thirteen large bait and brine tanks provide storage for 224 tons of frozen tuna. These tanks are unique in that the interiors have been sprayed with zinc to a sufficient thickness to resist corrosion for a 15 year period. The quarters are beautifully finished in mahogany and consist of two four man rooms, one two man room, stateroom for the Captain and one for the Chief Engineer, a radio room, large galley, mess room, pilot house and chart room. The mahogany chapel is located on the starboard side aft of a large net room. Two sister ships

(Continued on Page 31)

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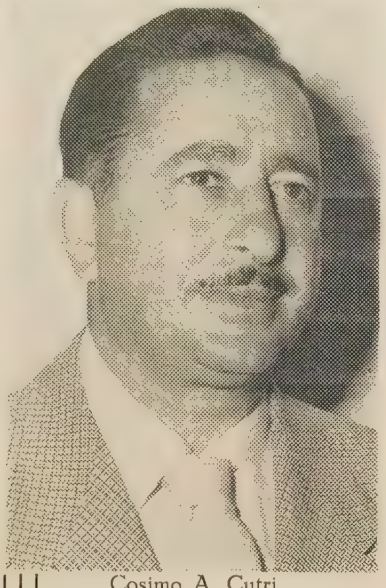
★ BLUE SHORE TUNA
★ SEA GOLD TUNA



Cosimo A. Cutri

Security.....

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- AUTOMOBILE
- ACCIDENT
- FIRE - THEFT

EBB'N FLOW

(*Continued from Page 29*)
are nearing completion in the Avondale yard and along with the *Sea Magic* represent over one million dollars in contracts.

THE MONTEREY CAULDRON

Tooth and Toenail:

Events piled upon events caused the commercial fishing industry in Monterey, California, to jump with action *and* resentment during July. First item on the agenda was the 50,000-ton quota set by the California Fish and Game Commission for sardine reduction during the 1949-50 season, at its meeting in San Francisco during June. The canners didn't like it, and said so. It would, most of them felt, constitute such a limit that canner-processors would be crippled financially. In other words, the limit could preclude any chance a canner-processor might have of remaining monetarily healthy by converting spoiled loads of fish to meal and oil—if the bad loads represented enough tonnage to top the limit. Late in the week of July 18-23, six Monterey canners sent out letters to the Fish and Game Commission, protesting the reduction split. The proposal instituted by the Commission called for tonnage among 101 permit applicants to be split on a basis of 80 per cent to straight reduction and 20 per cent to canneries. Chief danger of the measure, according to the bulk of canners, was, however, the precedent. What would it be like in the seasons to come? More stringent limitations? This could be, they felt, the case. (The latter opinions, however, were privately expressed.)

Retrenchment:

Whether or not these protests took root was something that only the Commission knew. But the letters were signed by some potent figures in the commercial fishing industry. Among them were Sebastian Sollecito, Enterprise Packers; Frank E. Raiter, San Xavier Fish Packing Company; Magnus R. Flause, Monterey Canning Company; Salvatore T. Palma, Sea Beach Packing Company; Frank Lucido of Aeneas Sardine Product Company, and S. Ventimiglia of California Frozen Fish Company. At any rate, the Commission met in San Diego, California, July 22, and gave a little ground. It would go for a limit of 75,000 tons, instead of the 50,000 tons originally set up, and, according to Kramer A. Adams, public information officer, Division of Fish and Game, the reduction quota would be equally alloted to 57 sardine canner-

(*Continued on next page*)

Milady

By DOROTHY HARVEY

ACCORDING to those who sport the jaggedest scars and biggest head bumps, religion and politics are the two most dangerous subjects to argue. I'm no authority as, most of the time, I'm too contented and at peace with the world to spit dissension at anyone. But I'll take my chances on the elements just mentioned in preference to challenging a New Englander in the field of clam chowder. More than a century of uproars, bellowings and near mayhem has gone into this controversy, and it looks like the end is still several billion light years away. In New York, as an example, they lace their chowder with a bit of tomato juice. But just mention tomato in chowder to a citizen of Massachusetts and he'll call in the cops. The subject got so hot at one time in Maine that a lawmaker drew up and introduced a bill to the legislature forbidding the making of clam chowder by other than what he termed "tried and true methods." And if you want a really enthusiastic kick in the stomach, just mention to a New Englander that you add celery or noodles to your chowder. At any rate, here are a few "Down East" recipes, and I quote no less an authority than Hoyt Alden, Monterey, California, *Peninsula-Herald* columnist:

INSPECT a quart of shelled clams carefully, picking out grit and shell. Drain. Keep the liquor. Put a half cup of diced salt pork in a pan and start frying. Next add a sliced onion and cook it until it is soft and golden. Now you are ready for four cups of diced raw potatoes, covered with two cups of boiling water. Bring to a boil. In the meantime, separate the hard and the soft parts of the clams. Chop the hard parts. Now add the hard parts and the clam juice and simmer all slowly until the potatoes are tender. Then pour in four cups of scalded milk, salt, pepper and two tablespoons of butter and the soft clams. Cook a minute. Work two tablespoons of flour smooth in a little water and stir into the dish. Simmer for three or four more minutes. Serve with crackers and you can always get an argument on that point, on the kind of cracker and whether or not the cracker should be broken up in chowder.

In Maine they make a wonderful fish chowder that has a few more or less foreign touches but that seems to be all right with the die-hards because there are no clams involved. Like this: Peel and slice four nice large potatoes and put them on to boil. Remove from the water when done, mash them and return to the water. Fry a half a cup of diced salt pork, then add three chopped onions and cook until onions are golden. This goes into the pot with two teaspoons of curry powder, salt, pepper, a hefty pinch of sugar and a pound or more of diced bass. cod or halibut. Stir. Now pour in a quart of milk and a cup of cream and simmer for a half an hour. At eating time this one is seasoned again and thickened with cracker crumbs. It will provide a feast for six or eight hearty eaters.

THE inventive New England cooks have made succulent chowders from everything from finnan haddie to lima beans and while tomatoes are not welcome in clam varieties, they are used in many of their other special dishes. For instance, with not much else at hand but canned corn and canned tomatoes, a real Down East chef can provide a delicious chowder.

Not too long ago a friend whipped up one of these dishes, and I found it delicious. Actually it was more than simple to prepare. To the tomato juice, canned corn and potatoes, she added a thin flour, salt and water gravy, mixed with shredded salmon. This was whipped and added to the mixture near the boiling point. Then came a can of clams, and if it sounds horrible, such was not the case. In fact, I enjoyed it so well that I made it several times, and certainly it is no good for my figure!

TERMINAL TIDINGS

(*Continued from page 26*)

social orders, or other society designed to promote good will among its members. They appear to be bound by some sort of bond that is hard to explain. In other words, if you're a fisherman that's all there is to it from a standpoint of your fellow workers. Maybe that's why the fishing industry is always able to settle its differences quicker than those of any other industry.

San Diego Observer

(*Continued from page 17*)

find that poaching is the answer. On the other hand, however, it is this very operation that has caused *SCAP* to be so relentlessly wary. Whatever educational process is needed to acquaint the Japanese fisherman with *SCAP's* attitude should be pressed, hammered, and rammed into him daily. There's a place for him in the international fisheries field, but he should be made to realize that his plundering will only get him a headache.

EBB'N FLOW

ies and 44 reduction plants in the State. The limit still was the lowest in California history. But the Commission added another wallop: it would not reinstate, as stated earlier, the 8-inch minimum size rule on sardines, which expired July 31, and it had not as yet imposed a new size to take its place. Then, on July 26, with August 1 sardine season looming large, Monterey's various unions wen to work calling for an improvement of their lot, and got most of what they wanted. Meantime, the State Department of Natural Resources, Fish and Game Commission, announced that, in May, 1949, Monterey canners received 1,451 tons of sardines with total deliveries for the off-season from March 1 to May 31 being 1,686. May also saw 34,887 cases of canned sardines produced, in addition to 166 tons of fish meal and 10,075 gallons of fish oil. Monterey led all other areas in California for processing and sardine canning; next highest producer was Southern California, with 496 tons of sardines delivered and 11,960 cases filled. Other developments: The Fishermen's Seine and Line Union, AFL, Monterey, agreed upon a price of $37.50 a ton for squid; eight canners were taking squid for packing; most of the pack would go to the Philippine Islands; the rest to Greece.

LICENSE SCARE

Permits and Procedure:

Commercial fishermen were startled, to say the least. On July 12, a newspaper story was printed from Mexico City, stating that Mexican fishing offices in California had been ordered to stop the issuance of permits for American boats to fish in Mexico's portion of the Pacific ocean. Permits, the story advised, would have to be issued in the future from Mexico City; the fishing department of the Mexican government would decide who to favor with the permits. The edict, if true, would seriously hamper albacore fishermen in snagging the elusive Chicken of the Sea during their runs. However, the edict, in the best newspaper tradition, was not true. California offices of the Mexican fisheries still could issue permits to fish in Mexican waters for all but shark. Shark fishing permits would have to come from Mexico City; shark fishing was Mexico's third most important type of fishing; the big beasts had been disappearing from Mexican West Coast waters; Mexican authorities desired only to keep track of the deal from the seat of their own government.

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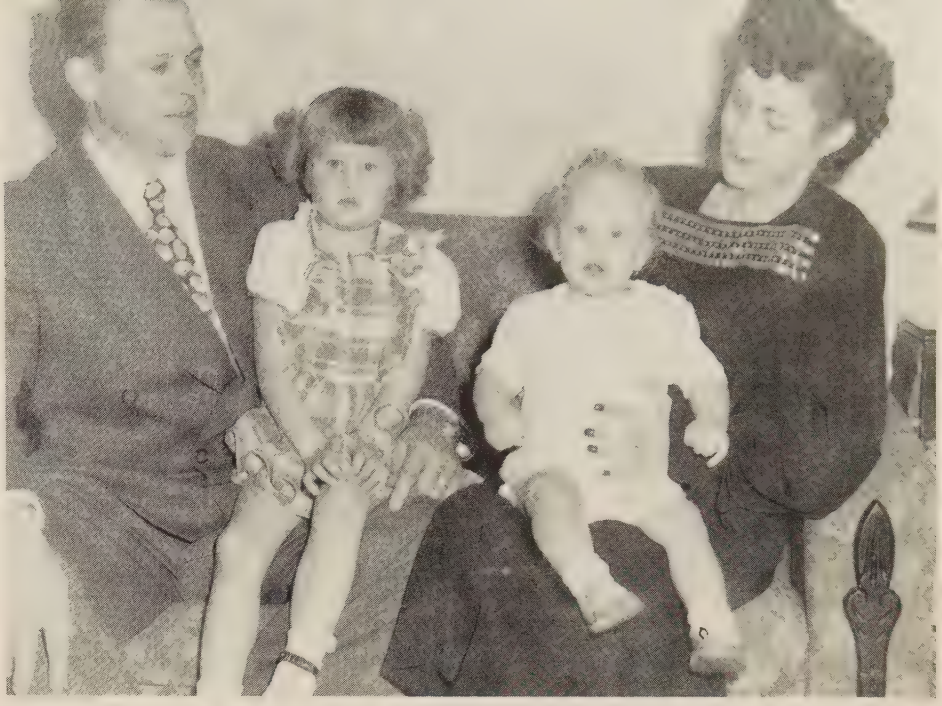
INVESTIGATION

Around the Circuit:

When Harold F. Cary quit his job with San Diego, California's, Lynch Shipbuilding Company last Fall to take over as General Manager of American Tunaboat Association, also of San Diego, he was expected to provide what the Association demanded most: Method, analysis, good judgment and, above all, an ability to represent his employers forcefully in international fisheries matters. His handling of the still-pending quota system merry-go-round stamped him as a good man, from Washington, D. C.'s point of view; by July 15 he had gone even farther. After having been closeted with Dr. W. M. Chapman, special State Department assistant for fisheries in the Nation's Capitol for several days, he stepped on a plane bound for Latin America. Before leaving he announced that his trip takes in Peru, Ecuador, Colombia, Panama, Costa Rica, Nicaragua, Guatemala and Mexico. Purpose: To study reasons for the growing competition between Mexican, South and Central American fishing industrialists. He left with Washington requests to renew the old San Diego-San Pedro petition for a Coast Guard air-sea rescue station at Panama; and a petition with the Senate Foreign Relations Committee, urging approval of United States fishing treaties with Mexico and Costa Rica. (The treaties call for means of conserving tuna in the Eastern Pacific, and clearance for improved relations with the countries involved in fishing matters).



The *Queen's* Skipper and His Family

Charlie Kaufmann, skipper of the huge tuna clipper, *Scarlet Queen*, does a bit of relaxing. Those aiding him (left to right) are Gail, Charles L., and Mrs. Kaufman. (See "Marine Press-o-Grams").

APPOINTMENT

New Executive:

He was the logical man; he knew "Doc" Puccinelli's way of ram-rodding a business, and, moreover, he had contributed plenty to the growth of the firm himself. And when Rinaldo L. Puccinelli, former President of Pan-Pacific for the improvement of San Diego Bay."

(*Continued on Page 35*)

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PROGRESS

(*Continued from Page 7*)

"We have confidence in the Harbor Commission and the port director and are not suggesting anything that would interfere with any of their immediate projects, as many worthwhile matters are now in the planning stage or are under way.

"We should not, however, lose sight of the long range viewpoint that will assure the complete development of San Diego Harbor."

Monies to be allocated at the present time are an accumulation of Harbor Commission revenue, and will not involve either a bond issue or additional taxes. In effect, the commission is able to earn a slight profit from its harbor activities each year and this has accumulated to finance the new projects.

Port Director John Bate and Joachim E. Liebmann, engineer for the harbor commission, took Chamber representatives on a 3-hour inspection trip of the harbor to point out improvements to be made under the development program. The fishing boat basin along the Embarcadero will be improved as a home for the tuna fleet—which now is scattered all over the harbor. Bate said the San Diego fleet, numbering about 190 clippers, is the backbone of an industry which produces annual gross sales of about 65 million dollars and provides employment for several thousand workers.

Fleet employment comprises about 2200 skilled fishermen and 400 skilled engineers. In addition, canneries employ another 3000 workers and many others receive their living from allied industries, including boat building and repairing and equipment and supply firms. The basin to be developed for the tuna boats, Bate said, has several advantages: it affords protection from rough water and gives the fleet a "place it can call home." Also, the boats are an excellent tourist attraction, and they will be docked at a place where most visitors go when they come to San Diego.

MEN & MACHINERY

(*Continued from Page 13*)

the profit margin left to the fisherman and his crew. Nylock appears to win out on all counts.

In an industry where gill net purchases alone are over $30 million a year, it is all the more remarkable that the Nylock net is the product of these two small companies in Connecticut—the 100-year-old Brownell Co. in Moodus and the 60-year-old Heminway & Bartlett Co. in Watertown. Through the nylon research of Heminway & Bartlett and Brownell's knowledge of netting needs, such problems as knot slippage, stretch, tensile strength and minimizing the effect of the sun were overcome. As a result, contrary to the general trend in industry, both plants are working at capacity. Nylock twine is being sold through Brownell to other net manufacturers to meet the heavy demand.

A further test was conducted late in June by Brownell and Heminway aboard a commercial fishing vessel on Lake Erie. Nets three miles long were strung out in the afternoon and picked up again the next morning, being hauled aboard over a large drum onto a count er where the fish were extracted.

Heminway reported that the fine Nylock twine not only firmly held the whitefish by the gills but generally succeeded in trapping their tails as well, so "none of the big ones got away" as the nets were hauled aboard. He compared the action to that of a fly trapped in a spider web. Also, with conventional gill nets it is the procedure for one man to hold a hand net under each fish en route from sea to deck in the event it shakes loose. None did with Nylock and the hand net was superfluous.

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EBB'N FLOW

(*Continued from page 33*)

Fisheries, Terminal Island, California, died in May, Gerald Cigliano, 46, took over the wheel.

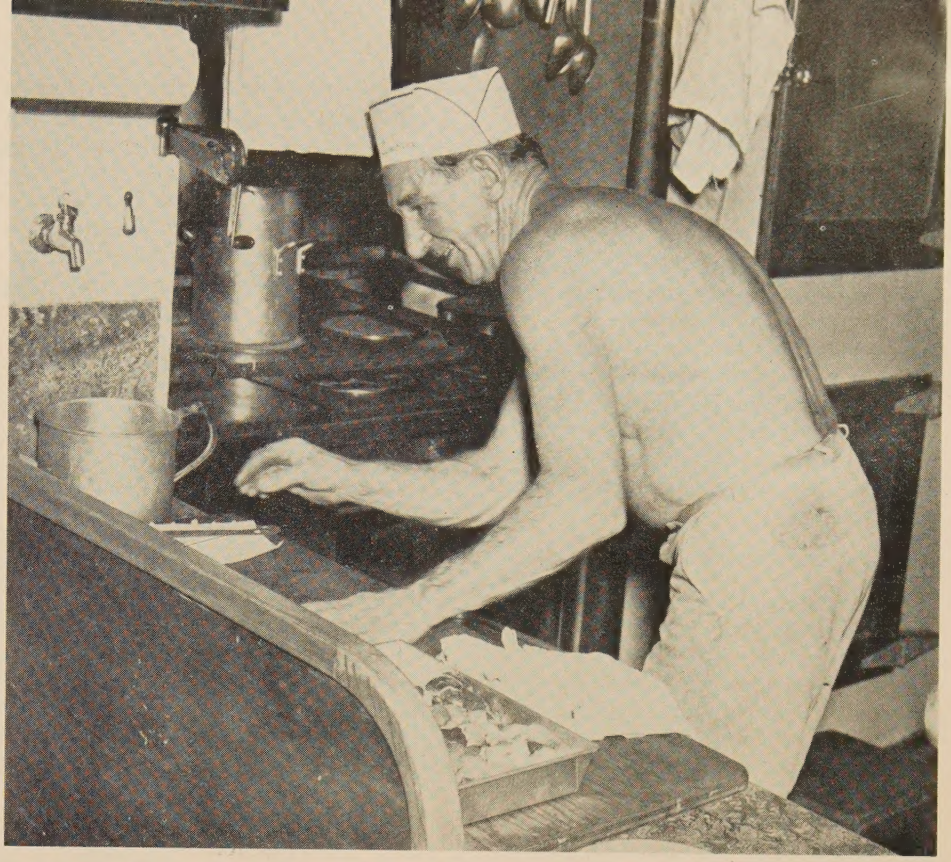
Background:

Cigliano was born in Naples, Italy, of fisherman parentage, and came to New York in 1920. From there he traveled directly to San Pedro, California; went fishing. Later he sold his boat, which had been bought by some scraping and saving, and purchased the State Fish Company, San Pedro, which he still owns. He joined Pan-Pacific in 1946 as Fleet Manager, and, in 1948, he became Vice-President of the firm. Cigliano is married; has three boys, Anthony, 19, John, 18, and Robert, 11. He lives in San Pedro.

UNION-MANAGEMENT

Accord:

In line with past performances, the Fishermen's and Cannery Workers Union, AFL, in San Diego, California, and five major Border City canneries, had little trouble in getting together on a new contract. On July 13, a jam-packed meeting of more than 1,000 union



Sea Cook

Al Monroe, chef de-luxe of Clipper *Scarlet Queen*, prepares to load up feed bag for hungry fishermen. Photo of Monroe, oldest cook on San Diego waterfront, was taken just before *Queen* left fishing grounds for return to Border City. (See "Marine Press-o-Grams").

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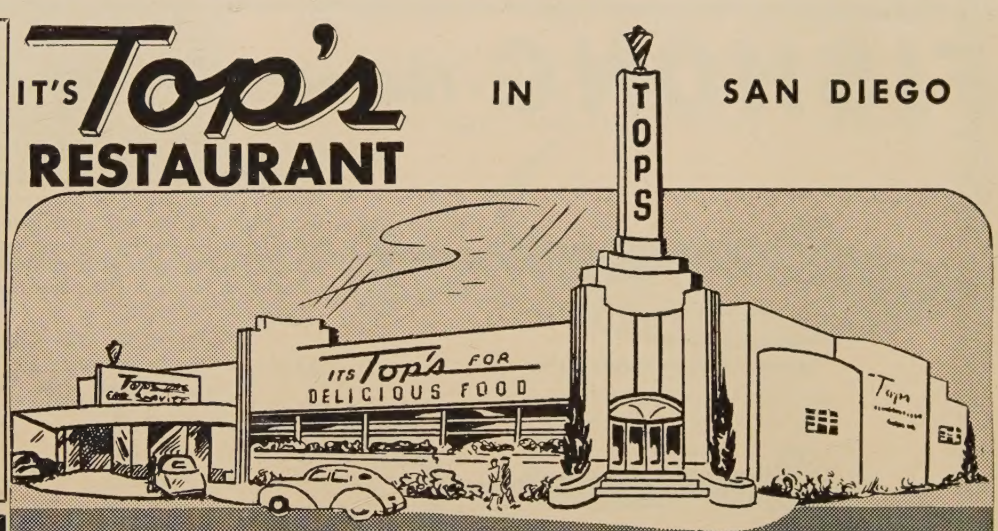

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EBB'N FLOW

members went over, clause by clause, the new contract, and approved it without a single dissenting voice. Labor's gains represented a nice cannery concession, although there were no wage boosts involved. But more than 2,000 workers at Westgate, San Diego Packing, High Seas, Sun Harbor and Peoples Packing company would benefit on "fringe issues," according to Lester Balinger, the union's vigoraus Secretary-Treasurer.

Vacations and Maintenance:

The contract, of course, clinches once more the union shop, and also clarifies hiring procedure, e. g., notification of union officers must be given when hiring is to be done, so that union members will be given first crack at available jobs. But vacation clauses got the biggest boost. After serving one year on the job, all cannery workers are to get: Three days if 600 hours were put in during the year; six days for 700 hours; eight days for 1,000 hours; 10 days for 1,200 hours; 12 days for 1,400 hours. Workers by the month are to have vacations pro-rated by a similar plan. Holidays, on which workers who must work will be set up on a time-and-a-half basis, if called to duty in the first eight hours, and double pay thereafter, include: New Year's Day, (beginning at 6 p. m. on New Year's Eve), Labor Day, July 4th, Washington's Birthday, Memorial Day, Thanksgiving, Good Friday, and Christmas Day (beginning at 6 p. m. Christmas Eve). Employes summoned to work on these holidays will be credited with a minimum of four hours pay.

Miscellaneous:

The new contract also contains a clause insertion dealing with the "cosmopolitan" nature of the workers. There shall be, in effect, no discrimination in hiring due to color, race, creed or religious belief. Other points: Union authorities to get 30-minute advance notice of new hirings; clarification and improvement of seniority clauses, ("departmental classification, plant grouping"); workers taking leave to assume active union post will retain seniority, ("seniority to pile up"); improvement of grievance procedure. The union also inserted a whip for itself: Employes, the new contract stated, would obtain and keep up their membership in the union, as a condition of employment, and completion of new membership would have to come off within a month after hiring.

ALBACORE

Catch Report:

Albacore was in the news. In Hoquiam, Washington, on July 18, the troller, *JayCee* of Aberdeen, Washington, landed with the season's initial commercial boatload, and the event caused a world-wide news service to carry the notice. John Hannula Fish Company of Hoquiam bought the haul; the organization had purchased for many years the first albacore to be brought in. The catch totaled 500 pounds; was snared about 150 miles West of Grays Harbor, Washington. Alex Olgren, owner-skipper of the *JayCee*, said the fish were running in large numbers; that several hundred boats were out to get them.

Champion:

Boats with gold in the hold jammed the San Diego, California, dock. More than 205 fishing boats, mostly jig, had arrived by July 25 from the albacore banks. They carried from one to ten tons each of albacore. The bulk of skippers agreed that the fish, for some reason, were weighing about 12 pounds individually, or 4 pounds light of those caught last year. The fish were biting well, but were running in ragged formation.

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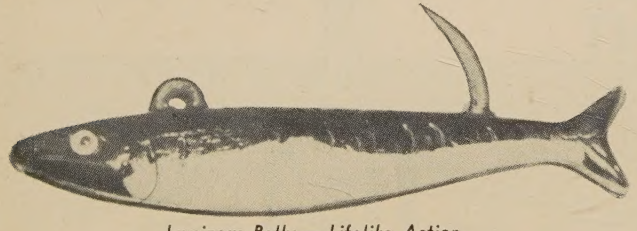

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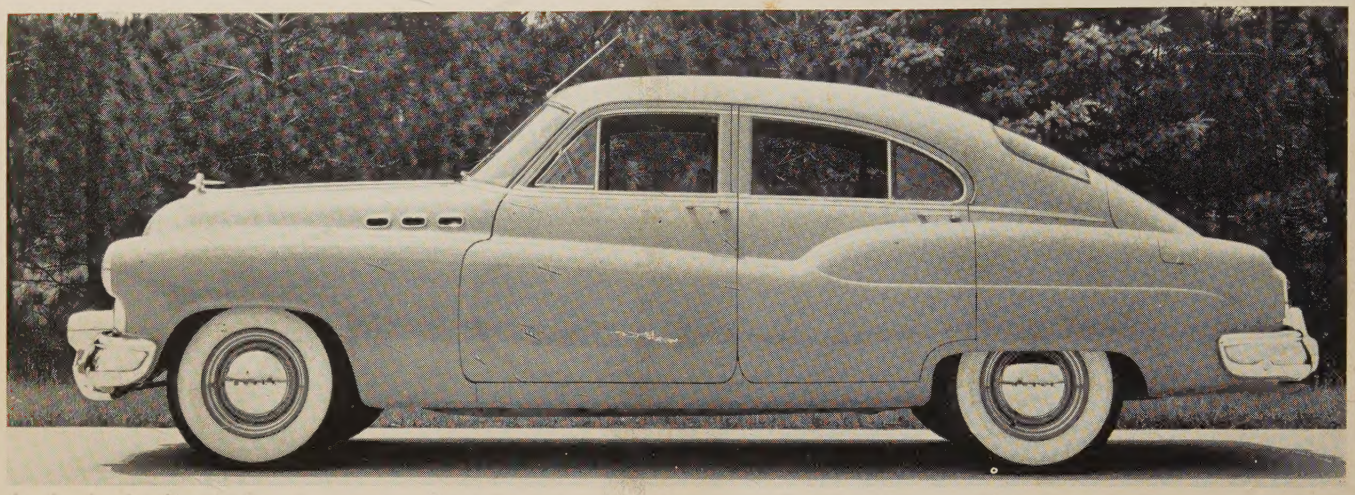

Buick's low priced Special series, featured by a bumper and radiator grille design entirely new to the automobile industry, and with completely new styling throughout, is long and sleek in appearance despite its being three inches shorter in over-all length. Shown above is the four door six-passenger sedan. Buick's famed Dynaflow transmission is available at extra cost.

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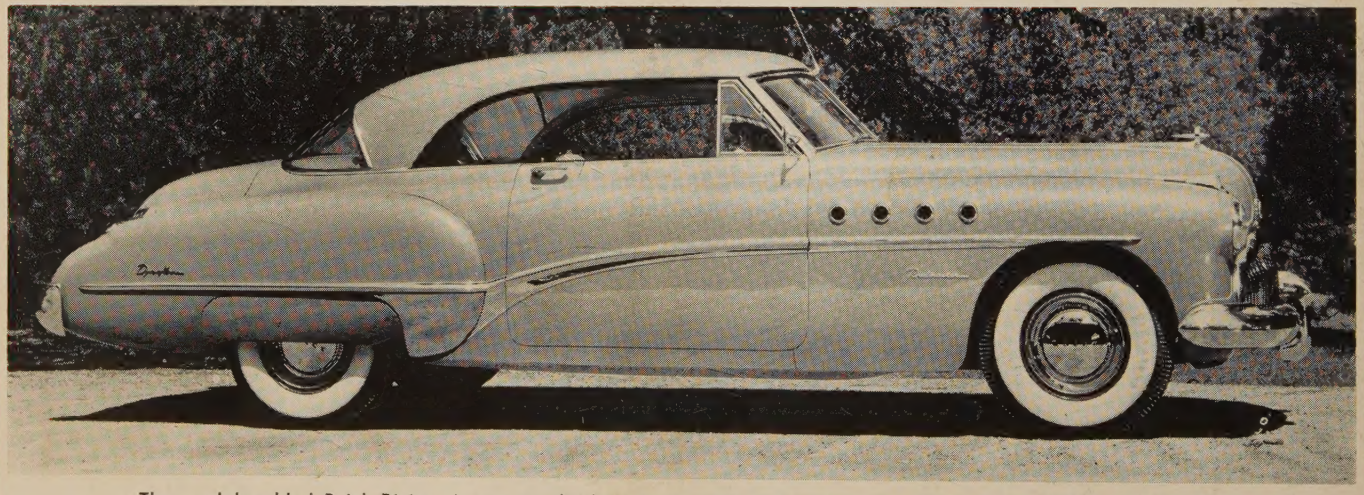

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